

The city of Johnson City has a proud image: a city set in the landscape of the Appalachian Mountains' countryside with thriving neighborhoods, and a growing array of social, cultural, medical, and educational opportunities and amenities. The city's leaders are committed to the need for jobs, a strong tax base, and an economic climate attractive to business investment. Both assets-livability and economic vitality- must be preserved and strengthened as the city plans for its future. The place to start is the neighborhoods which are the foundations of the city. Without strong neighborhoods, the quality of life in a community is at risk.

The South Side Study Area is located in a strategic position, between East Tennessee State University and the Downtown. Like many areas in Johnson City, the area has undergone change over the decades. Most residents of the area would agree that the neighborhood is a good place to live; however, they are concerned about the impact of change surrounding the neighborhood and the effect it will have on their quality of life.

Purpose of the Study Area Report

Johnson City is made-up of numerous neighborhoods, each with its own unique characteristics, issues, and opportunities. Some neighborhoods may be considered growth areas, located around the periphery of the city and experiencing various degrees of development and change. There are also the inner city neighborhoods where the development pattern has been established and the problems relate to redevelopment and stabilization. Several areas such as the South Side Study Area are comprised of areas that may be classified as sub-areas. All neighborhoods are not homogenous and may include commercial areas, areas of different architecture, different economic conditions, and housing conditions.

The neighborhood planning process is developed with the intentions of:

1. Involving key stakeholders (e.g., property owners, business owners, etc.) from the beginning so that they have a vested interest and an opportunity to participate and have a say in what ultimately occurs (including residents, neighborhood organizations, and the city government);
2. Working with residents and neighborhood organizations to create partnerships, to address common issues, and to identify ways to constructively resolve problems; and
3. Building the capacity of neighborhood organizations by providing them with tools to increase knowledge and skills, making them more effective.

The health of neighborhoods is an important component in assuring a city's livability and quality of life. Neighborhoods, as basic building blocks of the city, represent significant physical, social, and economic investments made by the city, individuals, and businesses. A declining neighborhood significantly devalues those prior investments.

Strategies of reinvestment in neighborhoods are aimed at creating stable, pleasant, and safe environments, desirable neighborhoods with a predictable future, which positively contribute to the city's tax base and overall livability and quality of life. The neighborhood plan will encompass a broad range of subjects including:

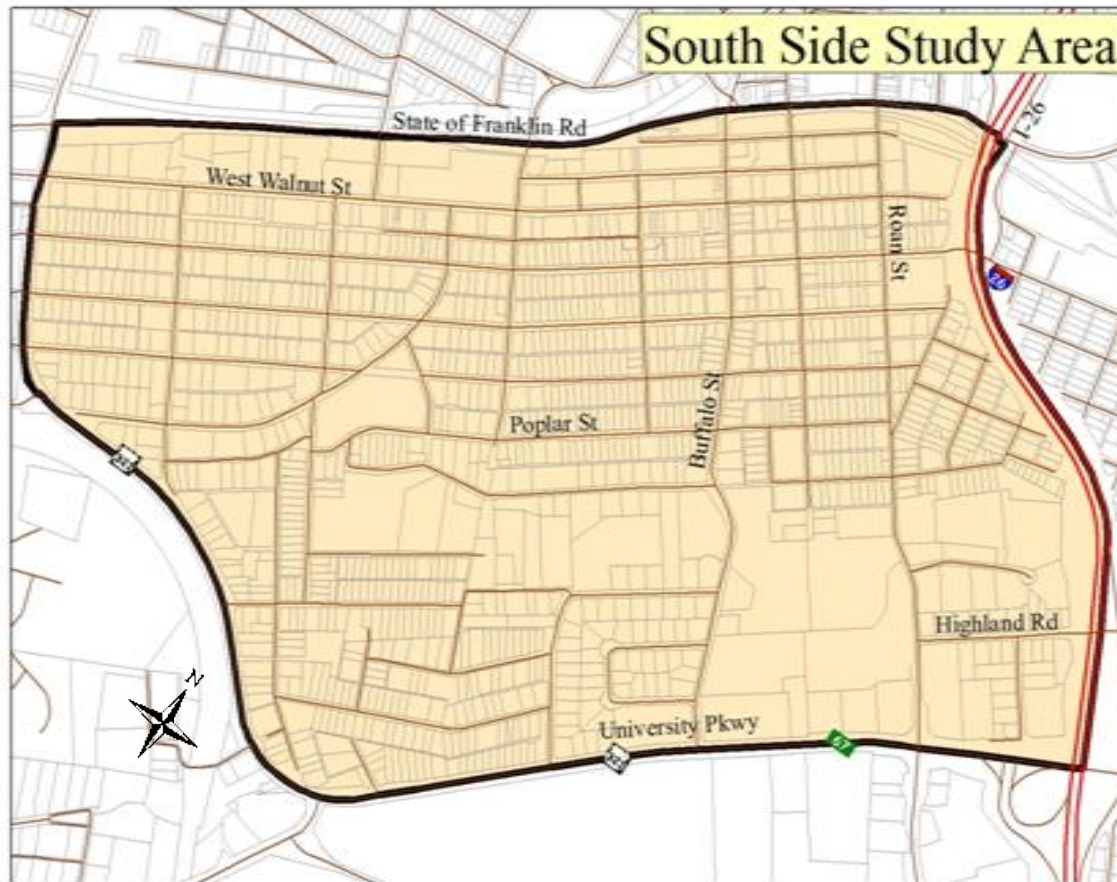
1. A study of neighborhood characteristics involving a social/economic profile; housing, community facilities, and historic attributes;
2. A review of existing and proposed land uses and zoning;
3. An analysis of utilities and infrastructure;
4. A study of vehicular traffic and pedestrian facilities; and
5. A summary and prioritization of needs.

The end result will be a plan that focuses on the specific and unique needs of the study area and a recommendation of actions to address its needs utilizing the full-range of public and private resources available. While the study is designed to improve the residential qualities, the study of commercial areas will be included, where appropriate.

Study Area Description

The boundaries of the study area were determined by city staff and with assistance from the Southside Neighborhood Organization. The study area for the South Side Study Area Study is bordered by State of Franklin Road on the north; University Parkway on the south and west; and I-26 on the east. The study area includes approximately 568 acres and 1,225 separate tax parcels and is made up of four separate districts, each identified by their own unique character and land use. The largest district is the Tree Streets Historic District, an older predominately single-family residential district whose boundaries run from West Maple Street to Franklin Street, north and south and

South Roan Street and University Parkway, east and west. The second district is the West Walnut Street/State of Franklin Road commercial corridor. This area is transitioning from a mixed use commercial/industrial corridor to a commercial district. Third, Roan Hill another predominately single-family residential community runs from West Highland Road to University Parkway, north and south and South Roan Street and University Parkway (as it curves), east and west. The fourth district extends between South Roan Street and Interstate-26 and consists of a mixture of residential densities, older commercial uses, and a medical use (The Center for Integrative Medicine at the Oaks Castle).

Map 1: South Side Study Area Boundary

The topography of the study area is relatively flat to gently sloping with a ridgeline bisecting the area in an east-west direction. Elevation ranges from 1,640 feet along West Walnut Street to 1,822 feet at the highest point between West Chestnut Street and Holly Street. For the most part, topography has not resulted in a significant development constraint to the area.

The character of the primarily residential study area is somewhat typical for areas which experienced growth between the late 1800s and the early part of the Twentieth Century. A portion of the study area also exhibits subdivision platting that is reflective of the 1950s and 1960s, i.e. Peach Blossom Court. Another area includes relatively narrow streets, small lots, and small houses that are located close to the street and other houses. This development is contrasted by large homes with tree-lined streets. The study area is particularly pedestrian-friendly as are several inner city neighborhoods. Some of the streets are especially narrow with a width barely capable of accommodating two vehicles. The hilly,

winding, narrow streets provide the study area much of its unique character as does the South Side Elementary School, originally constructed in 1917, and reconstructed on-site in 1996. With the exception of infill development that is occurring on a limited basis, the study area is largely of traditional neighborhood design.

Relationship to the Comprehensive Plan

The Planning Department initiated work on the city's Comprehensive Plan in 2002, with work culminating in 2008. The Comprehensive Plan provides the city's leaders with an overview of conditions, including physical, social, and economic. The Plan addresses issues that are both citywide and site specific and provides policy direction as well as specific recommendations on a variety of concerns and factors related to the city's growth.

During the preparation of the Comprehensive Plan, it was determined that the sub-areas of the city, i.e. neighborhoods and subdivisions had their own issues and problems that required a more extensive examination than allowed in the Comprehensive Plan. These issues and problems were unique to certain areas while others transcended across all areas of the city. It was determined that a more detailed analysis of the city's sub-areas was required. This analysis would actively solicit input from residents, service providers, and other organizations involved in improving the living environment and subsequently the quality of life.

Neighborhoods are constantly changing for the good or bad. The negative changes and what can be done to reverse the negative trends are the focus of this plan. Working together in a coordinated manner, it is the goal of the study to identify needed actions, improvements, and responsibilities, and to direct the appropriate resources toward problem mitigation.

Background

The South Side Study Area is a diverse area with a variety of housing styles, tree-lined streets, and sidewalks. The majority of the study area includes the "Tree Streets" Neighborhood. The remaining portions of the study area reflect varying housing characteristics including small lot development, mixed uses, and commercial strips, all contributing to the area's diversity.

The majority of the housing stock was constructed between 1900 and 1945 with additional housing constructed as late as 2008. The oldest continually inhabited residence in Johnson City and possible Washington County is located at 1117 Cedar Place and was constructed in 1812. The residence was within view of the old stage road (West Walnut Street) that ran between North Carolina and Jonesborough.

In 1889, the first known subdivision in the study area was platted, the Wilder and Cures Addition. The Southwest Addition, the largest subdivision was platted in 1909 and contains a large portion of the study area reflecting the grid street pattern that was popular at the time. In the 1920s and 1930s, George L. Carter, a prominent businessman in Johnson City, helped to develop a large section of the area. He was also instrumental in bringing key businessmen to live and work in Johnson City. The location and growth of East Tennessee State University also influenced the development of the study area with university faculty and students wanting to live close to the campus.

Historic Attributes

There are three individual sites on the National Register and one National Register district located within the study area (see Map 2). Robin's Roost is a private residence located at 1309 South Roan Street and was listed on the National Register on January 20, 1976. The two-story Queen Anne style residence was home to the Taylor Brothers who are remembered for their 1886 Tennessee gubernatorial campaign where Robert Taylor a Democratic, and his brother Alfred Taylor, a Republican, ran against each other for governor. The contest was known as the "War of the Roses" and is the only time in Tennessee history where there was a brother running against a brother in a governor's race. Alfred won the race and served three-terms as governor.

Montrose Court Apartments is not only individually listed on the National Register, but is also listed as a contributing structure within the Tree Streets Historic District. Located at 701 West Locust Street/1100 Southwest Avenue, it was originally constructed as a 28-unit apartment building. The circa 1922 building was designed by local architect D. R. Beeson Sr.; the structure was converted to condominiums in the 1990s. The structure was listed on the National Register on April 21, 1980. The three story Tudor Revival brick and stucco structure still retains its original architectural details.

The most recent addition to the National Register listing in Johnson City is the Carolina, Clinchfield, & Ohio Railroad Station and Depot located at 300 Buffalo Street, officially listed on March 27, 2008. The railroad station was constructed in 1908 by the Clinchfield Railroad Company. The building consists of two sections: the two-story passenger station; and the freight depot area. Originally, the passenger station had a separate waiting area and restrooms for whites and blacks.

The Tree Streets Historic District was the largest residential historic district in Tennessee when it was listed on the National Register on March 12, 1996. There are 596 structures within the district with 473 structures contributing to the historic character of the neighborhood. Located within the district is the First United Methodist Church and Powell Square, the first city park. Individual property owners that own a contributing structure within the National Register District have placed markers on their property designating the National Register nomination.

In 1999, the Southside Neighborhood Organization placed markers above 16 cross-street signs within the boundaries of the Tree Streets Historic District which denote the National Register District. Larger entrance signs were also placed at West Pine Street, University Parkway, West Maple Street, and Southwest Avenue.



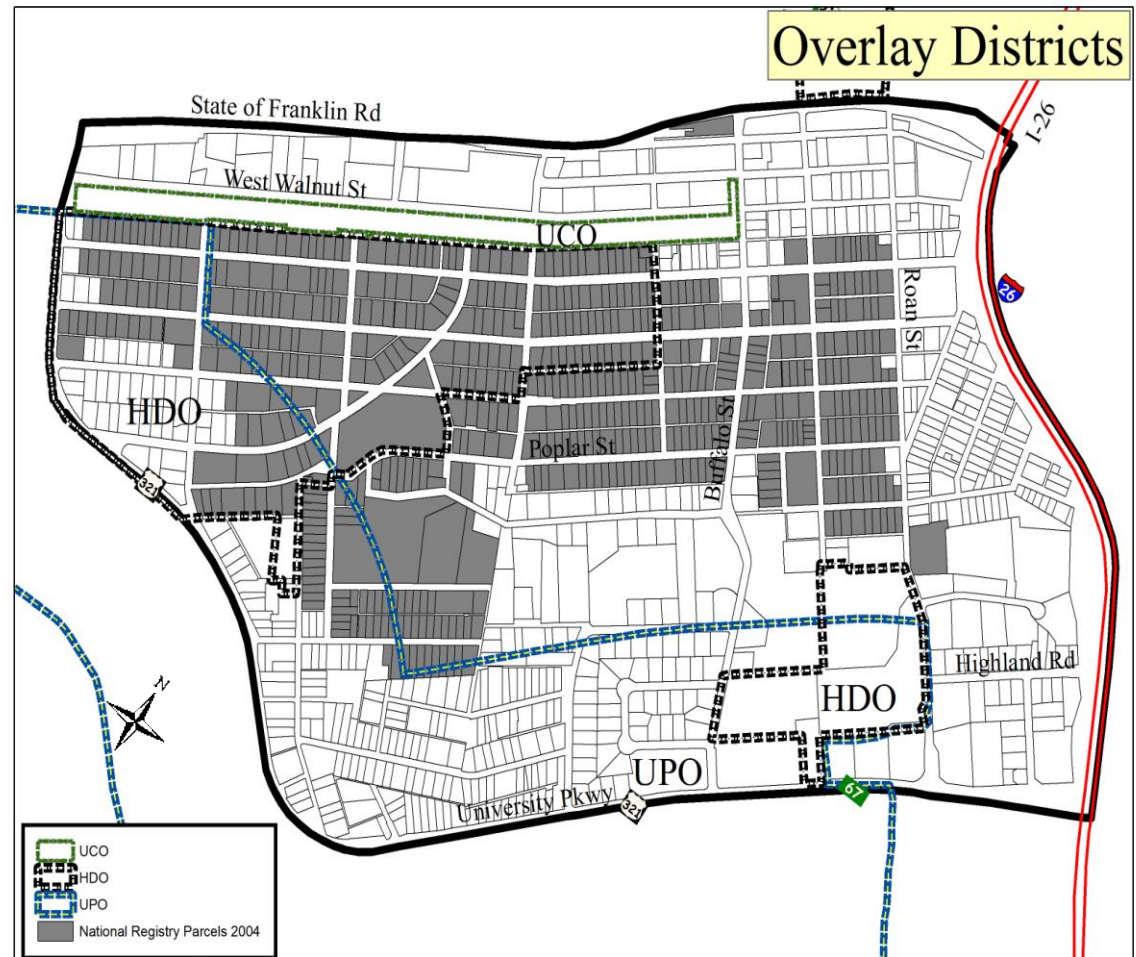
Located to the north of the study area are the Johnson City Commercial Historic District and the Johnson City Warehouse and Commerce Historic District, both listed on the National Register in July 2003.

Historic Buildings/Sites

A local government can recognize and protect historic resources through local historic and conservation overlay zoning. Historic and conservation zoning are tools to protect the architectural character of historic neighborhoods by guiding the design aspect of the structures at a local level. Both are overlay zoning districts that are applied (in addition) to the base zoning of an area. The process to obtain historic or conservation zoning is initiated by neighborhood residents. After public input, the Johnson City Historic Zoning Commission (HZC) and Johnson City Regional Planning Commission recommend adoption of an area for historic or conservation zoning. The Johnson City Board of Commissioners through adoption of a rezoning ordinance finalizes the process.

Conservation zoning protects a district from the loss of architecturally or historically important buildings, new construction not in character with the neighborhood, and additions to buildings that would lessen their architectural importance. These goals are accomplished by requiring that plans for **demolition, new construction, additions, and relocation** be reviewed by the HZC. The HZC reviews these projects according to a set of design guidelines approved by the neighborhood prior to the designation of the overlay zoning district.

Map 2: Overlay Districts



There are two conservation districts within the study area (see Map 2), the Tree Streets Conservation District and the Cox/Adams Landmark Conservation District. The Tree Streets Conservation District was adopted by the City Commission on January 21, 1999 and expanded on November 4, 1999. A portion of the National Register's Tree Streets Historic District is located within the conservation district, and there are also properties outside the National Register District.

The Cox/Adams Landmark Conservation District was approved by the City Commission on May 2, 2000. The structure at 1416 South Roan Street was designated as a landmark district since it included just one piece of property, the Cox/Adams house. The purpose of the district is to maintain the character of the residence while converting the residence and grounds for medical purposes. The district was expanded on March 20, 2003 to include the structure at 110 University Parkway which became part of the medical campus.

Historic zoning is similar to conservation zoning, but is more restrictive and has the ability to consider all exterior alterations to existing structures as well as new construction. There are no historic districts within the study area. The only historic district within the city is the Downtown Historic District, located adjacent and north of the study area.

Summary of Problems and Concerns

The recent property owner survey indicated that while approximately one-half of the survey respondents felt that historic structures should be protected, a majority of respondents do not understand conservation zoning. The Historic Zoning Commission should increase property owner awareness and education concerning historic preservation and conservation zoning in the study area before undertaking any future district expansion.

The following outlines a key goal to be implemented by the Johnson City Planning Department as it relates to conservation zoning:

Increase public awareness of conservation zoning through a campaign of increased education of directly affected as well as potentially affected citizens within the study area.

Population Characteristics

The following data is a representation of the current population that resides within the South Side Study Area (i.e., age groups, race, and gender). The data also compares 1990 study area population statistics with those of the 2000 census.

Table 1: Population Characteristics

South Side Study Area Population Characteristics				
Census		1990	2000	Change
1.	Population estimate	3,103	2,956	-147
2.	Population per square mile	3,546	3,325	-221
3.	Population - White	2,879	2,696	-183
4.	Population - Black	121	153	32
5.	Population - Hispanic	18	47	29
6.	Population - Other	85	60	-25
7.	Population age: 0 - 5	137	136	-1
8.	Population age: 5 - 17	316	337	21
9.	Population age: 18 - 29	858	790	-68
10.	Population age: 30 - 49	787	869	82
11.	Population age: 50+	1,005	824	-181
12.	Male population	1,478	1,492	14
13.	Female population	1,554	1,464	-90

Source: U.S. Census Bureau, 1990 and 2000

The population for the study area is shown to have decreased by approximately five percent from 1990 to 2000. This decrease is mainly a reflection of the down zoning of much of the area in 1987 from R-3 and R-5, multi-family to R-2, single family. Also, the Zoning Ordinance was amended to reduce the number of unrelated persons who could live in a single-family residence from five to three. These actions have resulted in some property owners' willingness to reinvest in their properties, converting their apartments/boarding houses back into single-family residences.

The population of persons not of Black or Hispanic origin also decreased during this period by (in combination) approximately eight percent; Black and Hispanic residents increased (in combination) by approximately 44 percent.

Although still a high percentage, the number of residents between the ages of 18 and 29 decreased within this decade; this may be attributable to the increase in availability of rental apartment units located within other areas of the city for university students.

The following data is a comparison of selected population characteristics of the South Side Study Area with those same characteristics from progressively broader study groups.

Density

The South Side Study Area contains proportionately more persons per square mile than either Johnson City (as a whole) or the state of Tennessee. This figure clearly showcases the lack of developable land within the area, and indicates that (historically) the area was consistently deemed desirable for its location, its terrain, and its availability of public infrastructure.

Race and Gender

The proportion of residents in the area who are of a particular race or gender mirrors those statistics for Johnson City (overall).

Age Groups

The area is comprised heavily of persons who are within the age group typically associated with being college attendees and/or being young, working professionals (27 percent). Approximately 42 percent of the population is comprised of persons between the ages of 30 and 65; this age category represents those who are typically actively working. Conversely, the area contains a statistically low percentage (seven percent) of persons typically associated with retirement (i.e., over the age of 65).

Table 2: Population Characteristics Comparison

Compared Characteristics		South Side Study Area	Johnson City	Tennessee	United States
1.	Population – White (%)	91	90	80	75
2.	Population - Black (%)	5	6	16	12
3.	Population - Hispanic (%)	2	2	2	12.5
4.	Population - Other (%)	2	2	2	0.5
5.	Male population (%)	50	52	49	49
6.	Female population (%)	50	48	51	51
7.	Population under 18 (%)	6.25	5.5	25	26
8.	Population age: 18 - 65 (%)	86.75	78.5	63	62
9.	Population age: 65+ (%)	7	16	12	12

Source: U.S. Census Bureau, 2000

Household Characteristics

South Side Study Area Household Characteristics			
Census		1990	2000
1.	Number of households	1,625	1,459
2.	Average household size	2 persons	2 persons
3.	Single-parent households	62	64
4.	Married households with children	198	176
5.	Married households with no	320	291
6.	Vacant units	144	191
7.	Owner-occupied units	678 (45 percent)	660 (45 percent)
8.	Renter-occupied units	803 (55 percent)	799 (55 percent)

Table 3: Household Characteristics

The following data is a representation of the current household characteristics within the South Side Study Area. The area contains a variety of housing types, including single-family, multi-family, and boarding and rooming houses (e.g., fraternity houses).

Source: U.S. Census Bureau, 1990 and 2000

The following data is a comparison of selected household characteristics of the South Side Study Area with those same characteristics from progressively broader study groups.

Table 4: Household Characteristics Comparison

Compared Characteristics		South Side Study Area	Johnson City	Tennessee	United States
1.	Average Household Size (persons)	2	2.2	2.5	2.6
2.	Owner-occupied units (%)	45	57	70	66
3.	Renter-occupied units (%)	55	43	30	34
4.	Vacant units (%)	13	11	11	9
5.	Married households with children (%)	12	17	22	24

Source: U.S. Census Bureau, 2000

Analysis of Household Characteristics

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The percentage of household occupants in the South Side Study Area that rents (rather than owns) their residence is larger than that of local, state, and national trends; the vacancy rate is higher than those trends as well. Also, the percentage of “nuclear families” in the area

is disproportionately lower than local, state, and national trends (approximately one-half of the U.S. percentage); the average household size is lower as well. This data further supports the finding that the area contains a proportionately large percentage of occupants that are within the age group typically associated with being college attendees and/or being young, working professionals who are not within typical, nuclear families and have not purchased the structure in which they reside.

Employment

The parcels within the study area that are within zoning districts designated to support typical employment-producing businesses are mainly concentrated along West Walnut Street, Ashe Street, Cherry Street, Buffalo Street, South Roan Street, and University Parkway. These “corridors” contain businesses that include restaurants, banks, retail shops, professional offices, light industrial uses, gasoline service stations, and many miscellaneous service-oriented enterprises.



South Roan Street/University Parkway

The most commonly recognizable and nationally franchised employment-producing mercantilism within the study area is primarily located at the northwestern quadrant of the intersection of South Roan Street and University Parkway, and is easily visible and accessible by motorists traveling along Interstate 26. The various structures and site improvements associated with these businesses are among the newest within the study area.

With the exception of the commercial development along University Parkway and South Roan Street, the mixture of businesses within the area seems to be located in existing facilities that were not built or designed for the current use (i.e., are the result of adaptive reuse). This trend emphasized the fact that the area is not able to support a large proportion of nationally-recognized corporate chains due to either the inability of the local population to support them, or the inability to purchase, lease, or otherwise assemble tracts of land on which they can build their desired structure, maintain their intended business, and provide adequate off-street parking. Also, the number of vacant buildings and/or vacant units that once contained commercial or industrial uses (approximately twenty) that could eventually contain new

businesses or be the subject of a redevelopment effort may increase the employment base within the study area. The most prominent example is the former General Mills property located at the intersection of West Walnut Street and Sevier Street; this property was recently acquired by the Johnson City/Washington County Chamber of Commerce and is proposed for redevelopment. The following data (Table 5) represents the approximate number of employees who work within the study area. This data does not take into consideration home occupations, churches, defunct businesses, or school-related uses. This data also does not take into consideration businesses that do not

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claim to have any employees. The value of this data is limited, and should be used to ascertain the approximate number of employees (whether full-time or part-time) who could have been employed within the study area in June, 2008.

Table 5: Number of Employees in the Study Area

Compared Characteristics		South Side Study Area	Johnson City
1.	Number of Businesses	110*	5,179***
2.	Number of Employees	880**	42,031***

* Physical count of occupied business taken in June, 2008

** Data extrapolation based on average employee number for Johnson City

***Data Source: U.S. Census Bureau

Employment Sectors

The following is a representation of the different types of employee-producing businesses located within the study area and the percentages of each. For the purpose of this report, professional offices include dentists, lawyers, accountants, etc. Restaurants, nightclubs, and cafés include all establishments where the primary activity involves eating and/or drinking. General commercial and miscellaneous retail includes all other businesses not otherwise identified (e.g., book stores, printing shops, tattooing, etc.).

Table 6: Percentage of Businesses by Type

Business Type	Number	Percent
1. Professional Offices*	22	20
2. General Commercial and Miscellaneous Retail*	66	60
3. Service Stations and Car Washes*	5	5
4. Restaurants, Cafés, and Nightclubs*	11	10
5. Industrial Uses*	6	5
Total	110	100

* Physical count of occupied business taken in June, 2008

Analysis of Employment Characteristics

The predominate employment-producing business type located within the study area is the general retail and general commercial category. Based on the city average, the businesses within the study area are responsible for the creation of approximately 530 job opportunities. Another group of businesses located within the study area include the restaurants and cafés category. The combination of these two job-producing business categories seems to create an employment opportunity for nearly every person between the ages of 18 – 29 that resides within the study area.

The categories including professional offices, service stations, and industrial uses provide employment opportunities for approximately 264 people of varying degrees of skill and experience. Professional office uses in the study area, in particular, provide important services that are conveniently located to residents within the study area (e.g., dentists, attorneys, accountants, and engineers); these uses account for approximately 176 employment opportunities.

Housing



The primary type of housing unit within the study area is the typical, single-family structure located on an individual lot of record. The age, style, condition, and size of these structures range dramatically within the study area, and include stately estate houses, modest bungalow houses, typical ranch-styled houses, and many others. Historically-significant structures are also very prevalent, and are specifically addressed in another section of this document. Single-family houses account for approximately 57 percent of the study area’s total housing stock. The proportion of units defined as multi-family is also relatively large at approximately 40 percent. The total amount of land area utilized for single-family use is also considerably larger than that of its multi-family counterpart as indicated on Tables 7 and 8.

Table 7: Percentage of Residential Structures by Type

Structure Type	Number	Percentage
1. Single-Family Structures*	881	57.1%
2. Multi-Family Units*	657	42.6%
3. Other (e.g., fraternity houses) *	4	0.3%
Total	1,542	100.0%

* Physical count of residential structures compiled in June, 2008

Table 8: Percentage of Land Area per Residential Structure Type

Structure Type	Number	Land (acres)	Percentage (rounded)
1. Single-Family Structures*	881	243	78%
2. Multi-Family Units*	657	62.5	20%
3. Other (e.g., fraternity houses)*	4	6	2%
Total	1,542	306.5	100%

* Physical count of residential structures compiled in June, 2008

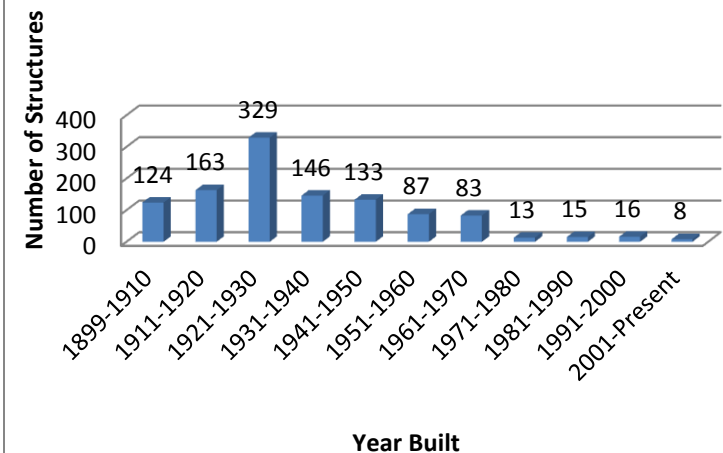
Housing Characteristics



The study area contains a mix of housing types that is both typical and ideal for urbanized areas located in close proximity to major employment-producing activities. This mixture accommodates residents of many, diverse income and age levels, and provides areas for transition between home rental and home ownership within a close proximity. This mixture also encourages residents of different age and income

levels to co-exist, thereby requiring a more assorted composite of needs and services that can be enjoyed by all residents of the area.

The Southside Study Area is one of the oldest established areas of the city. Ninety-five percent of the housing was constructed prior to 1970. This area experienced its greatest growth between the years of 1921 and 1930 when 329 (29 percent) residential structures were constructed. Citywide, 81 percent of the housing in the city was constructed after 1941. Forty-one percent of this growth occurred between 1951 and 1980.

Figure 1: Period of Construction

Source: Washington County Tax Assessor, 2008

Environmental Profile

A portion of the CSX Spur Line between University Parkway and the railroad depot was recently removed due (in part) to inactive use; this area is within which a portion of the Johnson City Bicycle Loop will eventually be located. The removal of the lines helps to further signify the end of the era when the railroad was used as a primary, vital, and indispensable mode of transport for all goods and materials to, from, and among both manufacturers and retailers.

Aside from the common environmental concerns associated with residential uses (e.g., residential garbage accumulation, sanitary sewer line breaks, asbestos-containing building materials, etc.), the areas within the South Side Study Area most impacted from an environmental standpoint are mainly concentrated along South Roan Street and between State of Franklin Road and West Walnut Street along the (former) CSX Railroad tracks that form the northernmost border of the Study Area.

Local, State, and Federal Environmental Agencies

The local Tennessee Department of Environment and Conservation (TDEC) office has reviewed the study area and has concluded that there are 14 sites that are (or were) monitored for the potential production of hazardous waste products. These 14 include those sites monitored by either the EPA or TDEC (or both). In summation, these are sites that have produced hazardous material (whether solid or airborne) through the operation of past or present activities.

Out of these 14, most files have been closed due to inactivity of the particular business or activity that initially prompted the monitoring. Table 9 outlines the businesses that currently have an active file with TDEC and the EPA because of the types of waste products that they may produce in relationship with their business activities. The fact that a business or property has an “open file” with either TDEC or EPA does not necessarily indicate that environmental infractions have occurred on the property or that the property is polluted in any way. Rather, an open file simply indicates that the business activity taking place on the property has the potential of creating hazardous waste products and pollution that must be monitored.

Superfund Sites

The study area currently contains no superfund sites regulated by TDEC or the EPA.

Brownfield Sites

The study area currently contains no brownfield sites regulated by TDEC or the EPA.

Table 9: Local Sites Currently Monitored by TDEC and EPA Offices

Solid and Hazardous Waste Management		
1.	423 West Walnut Street	Quik Cleaners & Laundries, Inc.
2.	301 Buffalo Street	Southeast Recycling Technologies, Inc.
Air Pollution Control		
1.	716 West Walnut Street	Old South Ironworks (presently vacant)
2.	724 West Walnut Street	O.G. Kelley & Company
3.	423 West Walnut Street	Quik Cleaners & Laundries, Inc.
Underground Storage Tanks		
1.	801 South Roan Street	Gasoline Service Station
2.	1005 South Roan Street	Gasoline Service Station
3.	1202 South Roan Street	Gasoline Service Station (vacant vendor)
4.	815 West Walnut Street	Gasoline Service Station

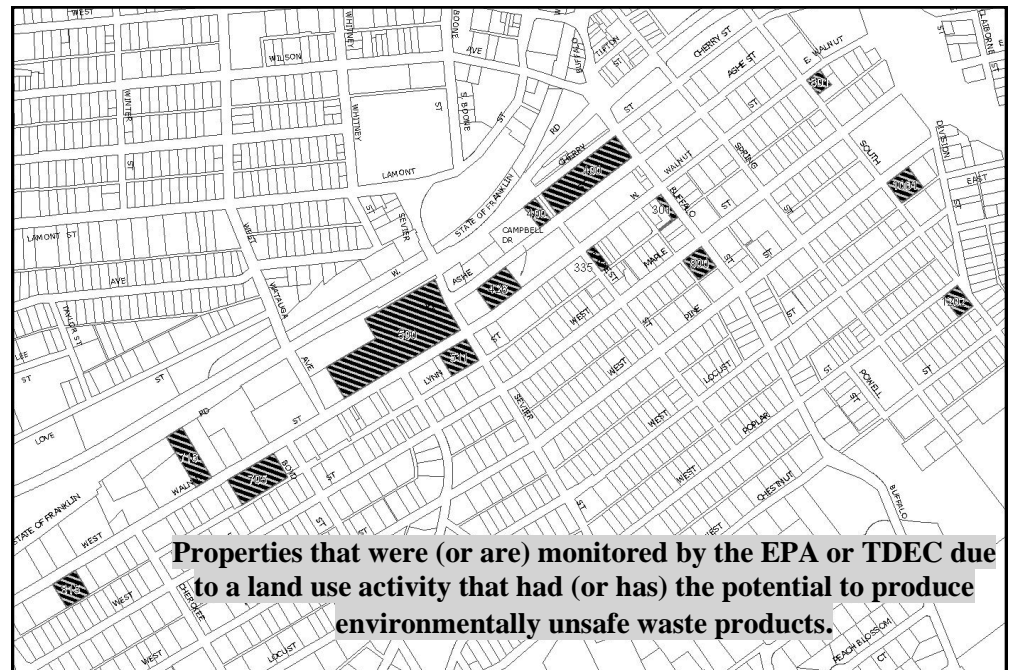
Source: Johnson City Area TDEC office, 2008

The city of Johnson City Public Works Department helps to alleviate possible negative environmental impacts by recognizing and requiring TDEC approval for certain land use activities prior to the issuance of building permits.

For instance, a detailed plan explaining stormwater management and erosion control is required for certain development projects; an abbreviated plan is required for smaller development projects. These plans are called “Stormwater Pollution Prevention Plans” (SWPPP’s) and are strictly reviewed and enforced by both TDEC and the city.

The negative effects of unchecked stormwater and erosion cannot be overstated, and include the potential of flooding, downstream property damage, and the potential release of wastewater onto the streets and neighboring properties.

Other TDEC-mandated reports that the city requires before certain building permits for development are issued include plans outlining the protection of streams, creeks, lakes, and sinkholes that are in close proximity to such proposed development.



Existing Land Use

The South Side Study Area is one of the oldest areas in Johnson City and the prior location of the city's first residential structure constructed around 1775. The study area includes approximately 568 acres, comprising 1,803 lots, 1,030 residential structures, 1,650 dwelling units, and 137 nonresidential uses. The existing population is estimated at 2,955, resulting in a density of 3,325 persons per square mile. The study area is one of the more densely developed areas in the city which is typical of the city's older inner city residential areas. The Existing Land Use Map (Map 4) depicts the spatial distribution of the various land uses that are located within the study area.

The predominant land use is residential with a mixture of single-family and multi-family structures scattered throughout the area, reflecting the area's proximity to ETSU. Residential use accounts for approximately 306 acres representing 54 percent of the study area. Single-family residences represent the largest single category of land use totaling approximately 243 acres or 43 percent of the area's total development. Multi-family uses total 62 acres or 10.9 percent of total developed land.

The majority of residential structures were constructed in the late 1800s and the early part of the Twentieth Century. As with most areas of the city, residential construction still occurs in the form of infill development. Development, for the most part, has occurred along a modified grid street system that was popular during the early stages of the study area's development. Characteristic of the type of platting was small lot sizes (25-50 feet in width) often being combined to form a single development parcel.

Commercial land uses comprise approximately 65 acres or 11.6 percent of the study area. The West Walnut Street corridor represents the largest concentration of commercial acreage and uses including restaurants, retail, office, and service establishments. Several blocks, north of West Walnut Street, adjoining the Central Business District, also contain a variety of commercial and service uses. The South Roan Street corridor, once the major north-south route through Johnson City includes several vacant and/or marginal structures and businesses as well as several active establishments. The northwest quadrant of the South Roan Street/University Parkway intersection includes recent commercial activity that includes: The Oaks, a medical office use, and a commercial center including Walgreens, a bank, and several retail and service uses. In terms of commercial uses within the residential areas, development is limited to a moving company on Magnolia Avenue, classified as a legal nonconforming use. Lastly, evidence of a neighborhood grocery can be found on Franklin Street where the previous business structure has been converted to a single-family residence.

Prior to the construction of State of Franklin Road in the 1980s, the West Walnut Street corridor was the location of several industrial activities including foundries, General Mills, and other light industrial uses. Industrial land use is now the smallest occupier of space at 2.5 acres and less than one percent of the total study area. Reasons for the decrease in industrial uses are related to the declining nature of several of the businesses. There has also been a gradual infusion of commercial uses as a result of the proximity and growth of ETSU and the commercial zoning of the area.

Table 10: Summary of Existing Land Use

Category of Use	Acres	Percent of Study Area
Residential	306.5	53.9
Commercial	65.1	11.6
Industrial	2.5	0
Public/semi-public	22.9	4.2
Transportation, communications, and utilities	146	25.8
Vacant land	25	4.5
Total	568	100

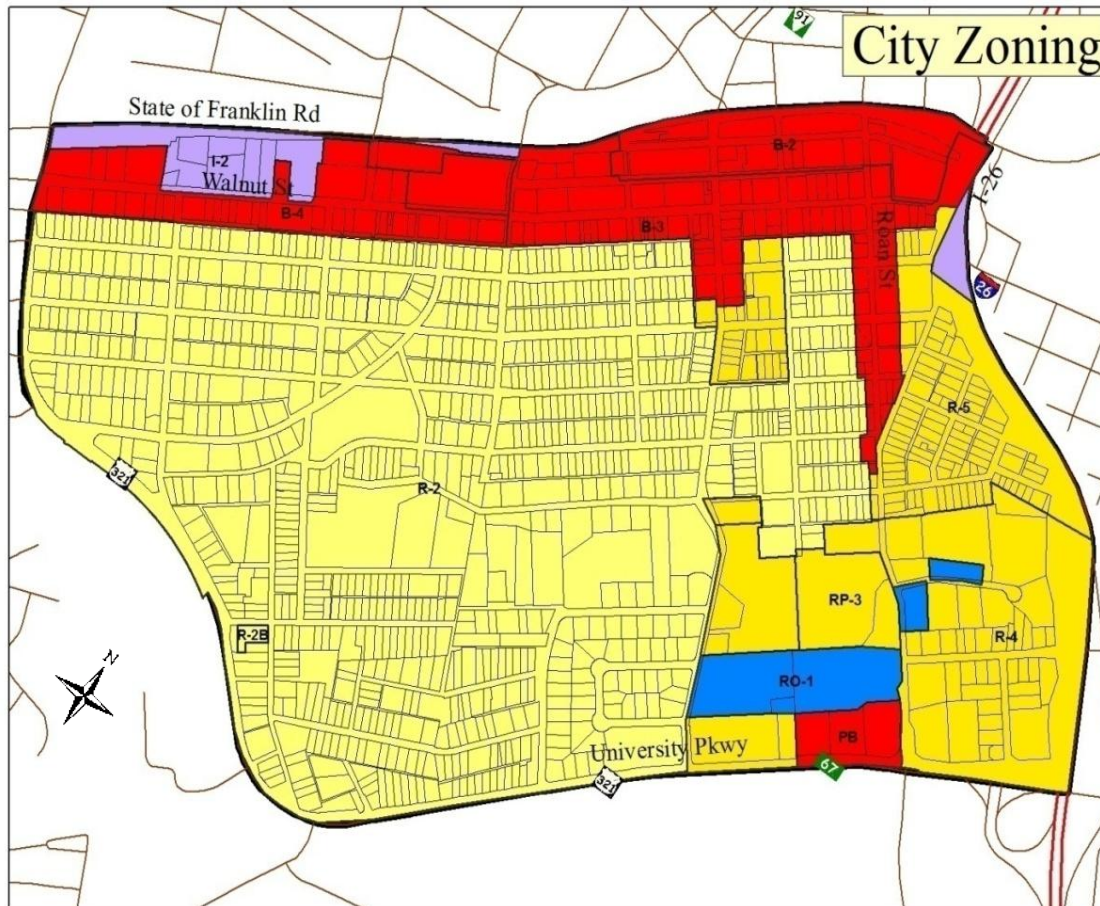
Source: Johnson City Planning Department, June 2008

Public and semi-public uses occupy 22.9 acres and 4.2 percent of the study area. This category of land use includes: South Side Elementary School, Powell Square Park and Veterans Park; several churches, the Salvation Army; Columbus Powell Service Center; the College Church Activity Center; and the Washington County Emergency Communications Office (E-911).

The transportation, communications, and utilities category is the second largest user of land in the study area. This category of use includes public rights-of-way including streets and alleys, parking lots, and utility-related uses. Total land use amounts to approximately 146 acres or 25.8 percent of the study area. Vacant land within the study area is at a premium with only 25 acres remaining. Several large parcels with only one residence also have the potential of being subdivided which would add to the vacant land inventory.

Existing Zoning

The original Johnson City Zoning Ordinance adopted on November 4, 1943, depicted three residential zoning classifications in the study area with varying uses and densities. Since its adoption, the Zoning Ordinance has become more specific and detailed, and the city's residents have become more knowledgeable about zoning and the impact it can have on an area. From 1963 to 1972, the study area was predominantly zoned R-4 which, at that time, was a high density residential district. The next significant change in zoning occurred in 1972, when the city initiated a citywide comprehensive revision to the Zoning Ordinance and Zoning Map utilizing federal planning assistance funds. At that time, the study area was rezoned to R-3 and an amended R-4 and R-5.

Map 3: Zoning Classification

Finally, in 1987, a citizen-initiated rezoning of a large portion of the study area resulted in the present R-2 zoning that is prevalent west of Buffalo Street. The intent of the rezoning was to stabilize and protect the predominately single-family area from conversions to multi-family units and also to prevent new multi-family construction. Today, there are few residential blocks that are not the location of one or more multi-family structures constructed prior to 1987. The rezoning in 1987 has stabilized the neighborhood and enhanced property values. In addition, efforts aimed at historic preservation have also contributed to the neighborhood's resurgence and desirability.

Table 11, summarizes the existing zoning in the study area:

Table 11: Existing Zoning-South Side Study Area

Zoning District	Acres	Percent
R-2 (Low Density Residential)	331.27	58.3
R-2B (Low Density Residential)	0.56	0.2
R-3 (Medium Density Residential)	0.58	0.3
R-4 (Medium Density Residential)	61.5	10.8
R-5 (High Density Residential)	40.11	7
RP-3 (Planned Residential)	8.74	1.5
RO-1 (High Density Residential-Professional Office)	14.06	2.5
B-2 (Central Business)	25.86	4.5
B-3 (Supporting Central Business)	42.18	7.4
B-4 (Planned Arterial Business)	22.94	4
PB (Planned Business)	5.72	1
I-2 (Heavy Industrial)	14.45	2.5
Total	568	100

Source: Johnson City Planning Department, June 2008

Areas of Possible Zoning Change

The study area has, over the years, undergone several changes in zoning as previously discussed. This study recognizes the efforts residents have made to preserve the area's single-family qualities. The following are areas where possible land use changes might occur:

1. Expansion of the Historic Conservation District, only after property owners are fully aware of historic zoning and understand its impact;
2. The vast majority of lots in the study area are less than 15,000 square feet with the majority in the 6,000 to 9,000 square-foot range. These lots are considered to be legal nonconforming lots and new construction or additions are permitted, but sometimes difficult given the restrictive setbacks in the R-2 district as they relate to narrower and smaller lots. In 1987, the R-2A, R-2B, and R-2C districts were not available in the Zoning Ordinance. Today, these districts with their smaller lot size requirements and setbacks may be appropriate in some areas and may be worthy of consideration;

3. Older residential structures along University Parkway, that have a direct access to the parkway may be appropriate for condominium development (i.e., Grande Arms Condominiums);
4. The existing B-3 zoning along a portion of South Roan Street should be reviewed and considered for less intensive use such as those found in the B-1 and RO-1 districts to reduce the traffic impact on South Roan Street and surrounding properties as the corridor experiences redevelopment; and
5. Commercial zoning along West Walnut Street should be evaluated to allow a mixture of uses that are compatible and complementary to the adjoining residential portion of the study area. The future relocation of the Chamber of Commerce to the former General Mills property will provide visitors to the city with a first impression, and the proper zoning, over time, combined with public improvements, can enhance that first impression.

Code Enforcement Issues

At the neighborhood meetings and through the South Side Study Area Citizen Survey many residents expressed a concern about code enforcement.

A number of residents expressed a concern about overgrown lots. Several expressed concern that there were a number of property owners who were not maintaining their lawn and that the city needed to have stronger enforcement. Also, many felt that the city's overgrown lot requirements were not appropriate for this urban environment. Under the City Code Section 13-103:

“It shall be unlawful for the owner or occupant of any real estate within the city to cause, permit, suffer or allow any weeds or grass of a height of more than twenty-four (24) inches above the surface of the ground.”

Many residences felt that the grass height of two feet was too tall for an urban residential area. Allowing grass to grow that tall was out of character with adjacent properties which had lawns that were being maintained and the grass kept short.



The city may want to evaluate this ordinance to determine whether it is appropriate. Tall grass and weeds is not only unsightly, but it can also be a breeding ground for mosquitoes and a refuge for rats and snakes. Kingsport and Bristol, TN both have a twelve (12) inch height limit for grass in developed urbanized areas.

Another concern residents expressed, was the long-term storage of boats, RVs, and trailers along city streets. Residents felt that storing these types of vehicles on the street had a negative visual impact on the surrounding properties. In addition, it takes away valuable on-street parking which is limited in many parts of this study area.



Under the City Code, boat and vehicle trailers are required to be registered and have valid license tags. If they have current tags they are considered lawful vehicles and are allowed to park within the public right-of-way.

In order to address this concern, the city would need to enact an ordinance which prohibited the long-term storage of vehicles within the public right-of-way. Those vehicles which remain parked for long periods of time and are clearly not being used for regular transportation would need to be stored on the owner's property or stored in a commercial storage area. Kingsport does not allow the parking or storage of vehicles with the public right-of-way for more than 24 continuous hours. In Bristol, TN, "No vehicles or trailers shall be parked on any public street, alley, or right-of-way for longer than 72 consecutive hours".

Other code enforcement concerns that were expressed include: trash in the alleys, trash cans without lids, storage of household items on the front porch, garbage within the right-of-way blocking sight distance, and illegal parking.

Future Land Use Plan

The city's Land Use Plan was adopted by the Board of Commissioners on August 17, 2006, replacing the plan adopted in 1987. The Land use Plan is a major component of the Comprehensive Plan that was completed in 2008. The Land Use Plan provides policy guidance on land use decisions relating to rezoning requests, annexations, utility needs, and road improvements. The plan divides the city into several major land use categories, i.e. residential, commercial, and industrial and proposes implementing actions to achieve the desired recommendations.

Land Use Plan Recommendations

The majority of the South Side Study Area is designated for future residential development in the Land Use Plan. Exceptions include the West Walnut Street corridor, portions of South Roan Street, and the University Parkway/ South Roan Street intersection with designations of commercial use.

The Land Use Plan contains several policies related to future residential development as well as the protection of existing residential neighborhoods. These policies include:

Policy 2.3.1: It is the policy of the city to promote livable neighborhoods by reducing land use conflicts that negatively affect housing and help restore declining neighborhoods.

Policy 2.3.2: It is the policy of the city to promote community and citizen participation in the planning process.

Policy 2.3.3: It is the policy of the city to protect the city's historically significant resources from the encroachment of inappropriate development.

Policy 2.4.B.1: It is the policy of the city to support quality multi-family development in appropriate locations. Criteria for its location should include:

- Medium density residential uses (up to 14 units per acre) should be located along collector and arterial streets;
- High density residential uses (14 units or greater) should be located along arterial streets and on public transit routes; and

- Lower density, duplexes, multi-family uses, or condominiums may be allowed as infill along local or collector streets as planned developments provided there are adequate public utilities, adequate road capacity, and the development is compatible in scale and character with surrounding land uses.

Policy 2.5.1: It is the policy of the city to promote inclusive and economically-integrated neighborhoods that allow a diverse mix of residents and affordable housing types.

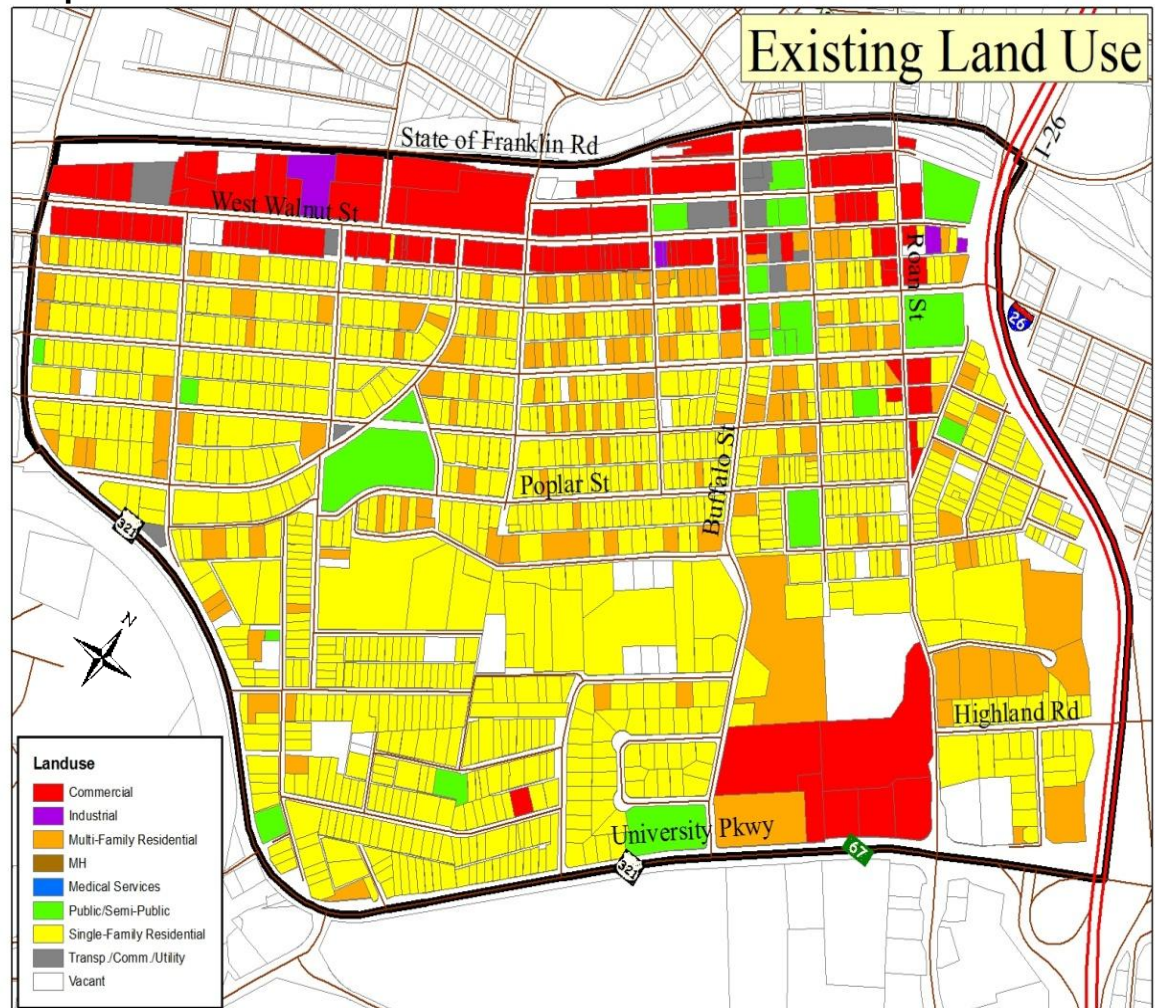
Noteworthy Land Use Trends

Acknowledging the substantial investment in properties made by current owners, recommended changes in land use are limited to areas of redevelopment potential. The South Side Study Area Study recognizes the hard work and effort residents of the neighborhood have expended in revitalizing the area and enhancing its desirability and livability.

The existing R-2 zoning, prevalent throughout a large portion of the study area, is a reflection of residents' desire for a single-family environment. The neighborhood also includes numerous apartments adding to its housing types, diversity, and desirability for various segments of the population. As housing rehabilitation and infill efforts continue, there will be a corresponding increase in the viability of the area resulting in uses along West Walnut Street that complement the neighborhood and ETSU.

Since 2002, the study area has experienced limited infill development as suitable sites and vacant land are at a premium. Between 2002 and 2008, ten new single-family residences were constructed within the study area. In addition, several property owners have made renovations or additions to their property. The appropriate timing of land use changes will depend on the success of neighborhood enhancement efforts including the degree of housing rehabilitation and infill that occurs.

The West Walnut Street/State of Franklin Road corridor could, and should, serve as the key link between ETSU and the downtown. Currently, the land uses along this corridor are a mixture of restaurants/lounges; offices; personal, business, and professional services; and industrial/warehouse uses. This area is expected to experience the greatest change in land use. The area between West Walnut Street and State of Franklin Road has the potential to emerge as a unique mixed-use district, and zoning that is tailored to encourage this type of development is recommended. The recent decision by the Chamber of Commerce to relocate its activities to the former General Mills property is an example of changes to expect. In addition, the city is in the process of developing a multi-purpose trail along State of Franklin Road from University Parkway to the Railroad Depot. Once completed, this trail will provide an important pedestrian link between the University and Downtown. A recent study of State of Franklin Corridor market opportunities by Real Estate Research Consultants (RERC) mentioned that, along with the Chamber of Commerce, a mix of commercial and retail activities designed to attract ETSU students and neighborhood residents would be appropriate. The mitigation of flooding problems along the corridor combined with the creation of green spaces would also open-up developmental opportunities of the residential, retail, and restaurant and service nature. The planned development of a 3,500 seat baseball stadium by ETSU at the northeast quadrant of the State of Franklin Road/Tennessee Street/University Parkway intersection will also enhance the area's commercial prospects for the future.

Map 4: Land Use Classification

The most recent significant change in the land use pattern within the study area has taken place at the intersection of South Roan Street and University Parkway with the Walgreens development and the establishment of The Oaks, Center for Integrative Medicine in 2000-2001. Along the north side of University Parkway, extending west from Buffalo Street, the possibility of upscale low-rise condominiums exists as older single-family residential structures are redeveloped. Condominium development, if properly planned, in terms of scale and density should not impose a negative impact on surrounding development.

The area between South Roan Street and I-26 contains a mixture of residential types, densities, and structural conditions, as well as limited commercial and industrial uses. The area north of East Chestnut Street has redevelopment potential for multi-family development as the existing housing stock in the area continues to age. The existing R-5 zoning is appropriate to encourage the assembling of property for redevelopment purposes, particularly as the downtown continues to experience revitalization. The pictures found below are a representation of the typical, existing housing stock located within this area.



Stormwater & Drainage

The stormwater facilities in this area were constructed in the 1920s, 1930s, and 1940s. The older terracotta clay pipes, which make up the majority of the stormwater system are undersized and have resulted in some minor flooding during major storm events. Most of the flooding has been contained within the street curbs. Some minor flooding has occurred in front yards of homes near the intersection of West Maple Street and Southwest Avenue. However, there is no record of homes in the area being flooded.

Brush Creek which runs along State of Franklin Road experiences some occasional flooding. During a major storm event, the stream leaves its banks, flooding State of Franklin Road, neighboring West Walnut Street businesses, and has caused major flooding in the Downtown.



West Watauga Avenue and State of Franklin Road

To address the severe flooding in the Downtown and along State of Franklin Road, the city in 2005 contracted with Lamar, Dunn, & Association to prepare a stormwater study of the Brush Creek and King Creek watersheds. A recommendation of the Downtown Drainage Study was to develop a greenway along State of Franklin to create storage areas to detain the stormwater before it can reach the Downtown.

Ongoing Stormwater System Maintenance Efforts

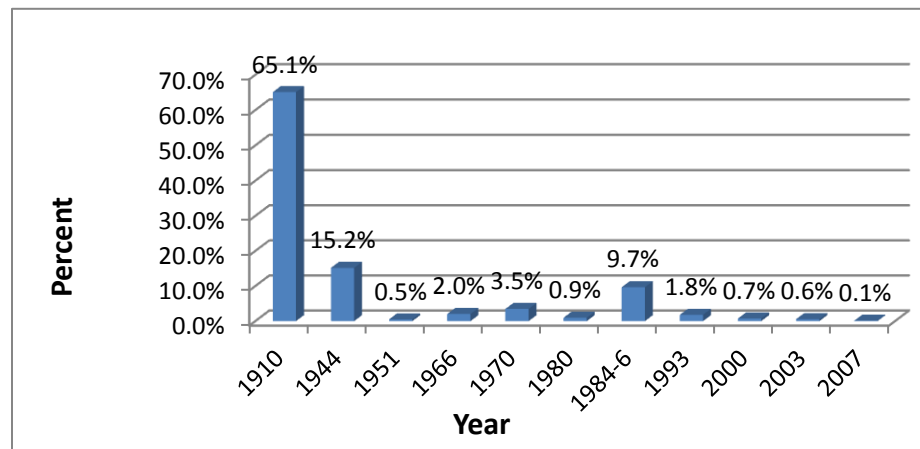
1. Although the stormwater system is old and somewhat undersized, there is not an immediate need to replace the entire system. Replacing the storm system will tear up the streets requiring resurfacing. The city should replace portions of the storm system as opportunities arise, such as street resurfacing or the upgrading of other utilities.
2. Acquire land along Brush Creek for stormwater storage areas. Also, as properties develop, require buildings to locate out of the Flood Insurance Rate Map (FIRM) 100-year floodplain. The city should also negotiate with developers to provide additional storage in their developments along the creek.

Utility Services

Water Service

The city operates two water treatment plants (Watauga WTP and Unicoi WTP) which have a total production capacity of 28 million gallons per day (MGD). The average daily flow of these plants is 16.5 MGD. Although the city is a regional provider, it should have sufficient capacity for the foreseeable future. Because the South Side Study Area is one of the oldest neighborhoods in the city it also has one of the oldest water distribution systems. Sixty-five percent of the water lines were constructed in 1910 and 80 percent of the water system was constructed by 1944.

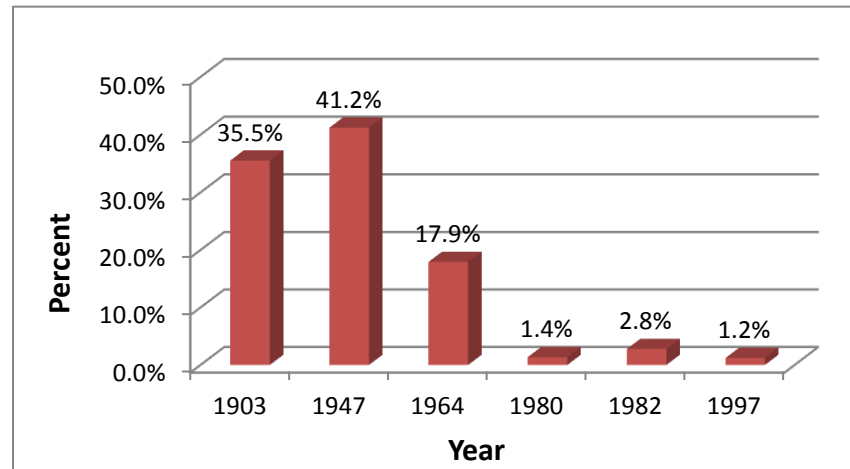
Figure 2: Age of Water Distribution Lines within the Study Area



Source: Johnson City Water and Sewer Department, 2008

Sewer Service

This area is served by the Brush Creek Waste Water Treatment Facility. This facility was constructed in 1956, expanded in 1985 and has a capacity of 16 million gallons per day. This regional facility is operating at approximately 50 percent of its capacity and is more than adequate to meet the neighborhood's needs for the foreseeable future. The majority of the sanitary sewer collection system (95 percent) was constructed prior to 1965. Thirty-five percent of the system is over 100 years old being constructed in 1903.

Figure 3: Age of Sanitary Sewer Lines within the Study Area

Source: Johnson City Water and Sewer Department, 2008

Natural Gas Lines

ATMOS Energy provides natural gas to the neighborhood. ATMOS indicated that the entire neighborhood is served and it has sufficient capacity to serve this primarily built-out area.

Electrical Service

The Johnson City Power Board provides electrical service to this study area through overhead facilities. There are no plans for major improvement of the system.

Public Safety

Fire Department

The study area is served by two fire companies. Station #2 is located at the intersection of University Parkway and Cherokee Road and provides fire response to properties in the study area west of Buffalo Street. Fire Station #3 is located on East Main Street and provides fire service to properties east of Buffalo Street.

Police Department

The overall crime rate in the study area is higher than in the city as a whole. This increase is primarily due to alcohol-related crimes (bar disturbances, underage consumption, and public intoxication) which can be largely contributed to bars along West Walnut Street, the fraternities, and the large college-age population living within the study area. In the neighborhood meetings, some residents expressed concerns about crime due to the college bars nearby.

Table 12: 2007 Crime Statistics

	# of Crimes	Area to City
Offenses	in Study Area	Ratio
Driving on suspended, or revoked license	84	1:115
Public intoxication	83	1:169
Assault	73	1:114
Theft from motor vehicle or accessories	51	1:149
Underage consumption/liquor law violation	48	1:340
Vandalism	48	1:130
Bar disturbance	38	1:554
Driving under the influence	34	1:171
Drug/drug paraphernalia	33	1:107
Burglary	32	1:117
Theft from building	26	1:108
Fire alarm violations	26	
Total	576	1:152

Source: Johnson City Police Department, 2008

COMMUNITY FACILITIES

School Facilities

1. South Side Elementary School

1011 Southwest Avenue

South Side Elementary School is the only public school that operates within the South Side Study Area. This school offers a year-round instruction calendar, and has a school zone that encompasses a large area outside of the study area; elementary students in the study area residing east of South Roan Street, however, are assigned to Mountain View Elementary School. To meet the demands of future (projected) student populations, the facility was designed to be expanded by four, additional classrooms (increasing the capacity by 85 students).

South Side Elementary School Quick Facts	
Grade Range	K-5th
Date of Original Construction	1917
Date of New Construction	1996
Size of Facility	83,000 ft ²
Size of School Property	Five Acres (≈)
Current Student Population	410
Current Student Capacity	410

2. The (former) Columbus-Powell Elementary School

900 South Roan Street

The Johnson City Public School System's Central Administration Office is currently located in the former Columbus-Powell Elementary School building at the intersection of East Maple Street and South Roan Street. The facility was named for Mr. Columbus Powell, a Knoxville-area businessman who donated the site for the building.

Columbus-Powell Facility Quick Facts	
Date of Original Construction	1892
Size of Facility	23,000 ft ² (≈)
Size of Facility Property	2.5 Acres (≈)

City Park Facilities

1. Veterans Park

Veterans Park is a small passive recreational park located on Southwest Avenue (across from Southside School). Park Amenities include: benches, picnic tables, trash cans, water fountain, extensive landscaping, and historical markers; the park is also handicapped accessible.

Veterans Park Quick Facts	
Official Year of Park Designation	1973
Size of Facility Property	1/4-acre (≈)
Park Classification	Special Use Park
Planned Park Improvements	None
Park Buildings/Facilities	None
Primary Park Use (summarized)	Passive Recreation



2. Powell Square Park



Powell Square Park is located at the intersection of West Poplar Street and Spring Street and is the oldest public park in the city.

Park Amenities include: parking, benches, grill, picnic tables, half-court basketball, multi-purpose field, playground equipment, trash cans, and a water fountain; the park is also handicapped accessible.

Powell Square Park Quick Facts	
Official Year of Park Designation	1889
Size of Facility Property	1.4 acre (≈)
Park Classification	Sub-Neighborhood Park
Planned Park Improvements	None
Park Buildings/Facilities	Restrooms
Primary Park Use (summarized)	Unstructured Games/Play

Other Public Facilities

Washington County Emergency Communications Office (E-911)



The Washington County Emergency Communications Office, located at 401 Ashe Street, provides Enhanced 9-1-1 and public safety dispatch services to the 117,000+ residents of Washington County (including the incorporated areas of Johnson City and Jonesborough).

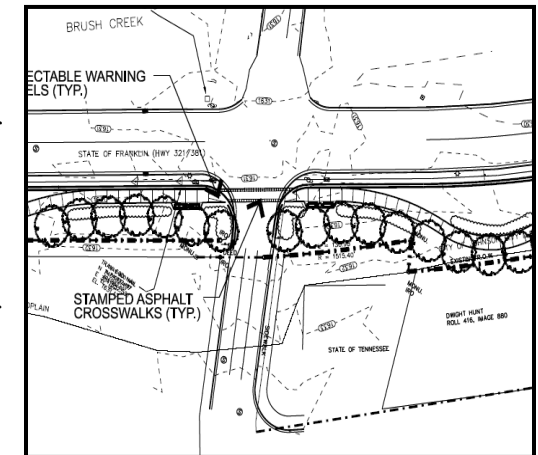
Washington County, E-911 Quick Facts	
Date of Original Construction	1900
Original Property Use	U.S. Post Office
Size of Facility	17,000 ft ² (≈)
Size of Facility Property	.72 acre

Bikeway-Greenway Projects

PHASE TWO of the State of Franklin Bikeway

The **Johnson City Bicycle Loop** (under construction) consists of approximately 15 miles of existing and proposed trails in a circular pattern that connect important areas throughout the city, and serves as an anchor for future bicycle connections. The trail will join places of importance such as East Tennessee State University, Veterans Administration Hospital, Med Tech Corridor, Johnson City Medical Center, and Downtown Johnson City, Johnson City Crossing, and other residential and business developments. The bicycle loop is designed using a combination of Multi-Use Paths, Bike Lanes and Bike Routes.

Phase Two of the State of Franklin Bikeway is a component of the Johnson City Bicycle Loop extending from University Parkway to Earnest Street and is located entirely within the South Side Study Area.



State of Franklin Bikeway Phase II

Road Conditions

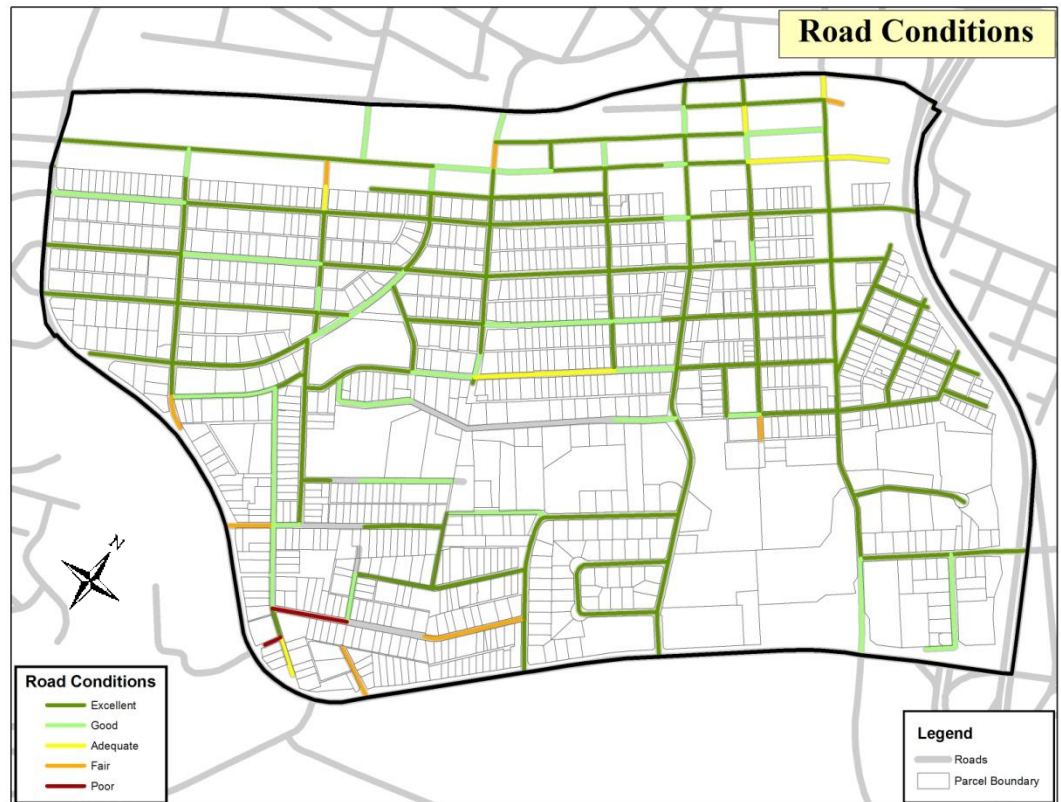
The majority of the streets in the study area are in good to excellent condition. There are some street segments in the Roan Hill area which are located along Magnolia Avenue and Hover Street which are in fair to poor condition and are in need of repair. The Public Works Department indicated that it hopes to improve Magnolia Avenue sometime in FY2010.

Road Projects

There are two street projects that are currently under construction which will impact the study area. The first project is the construction of State of Franklin Greenway, Phase II. The project includes a multi-purpose trail and streetscape along the south side of State of Franklin Road between Buffalo Street and University Parkway. This project also includes the construction of turning lanes along State of Franklin Road at the intersections of Sevier Street and Watauga Avenue. This will improve turning movements into the study area and aid in the redevelopment of the commercial area that serves both the study area and also provides a valuable link between ETSU and Downtown Johnson City.

The second project is the Tennessee Street Extension which will extend Tennessee Street from Lamont Street to West Market Street and John Exum Parkway. It will improve access from State of Franklin Road and ETSU to West Market Street and John Exum Parkway. This road project was initiated in July 2008, and is anticipated to be completed in January 2010. The project has been renamed to University Parkway to provide continuity.

Map 5: Road Conditions



The Major Thoroughfare Plan of the city's Comprehensive Plan recommends improving West Walnut Street from Buffalo Street to University Parkway. These improvements would include streetscaping and sidewalks to help encourage economic redevelopment along this corridor.

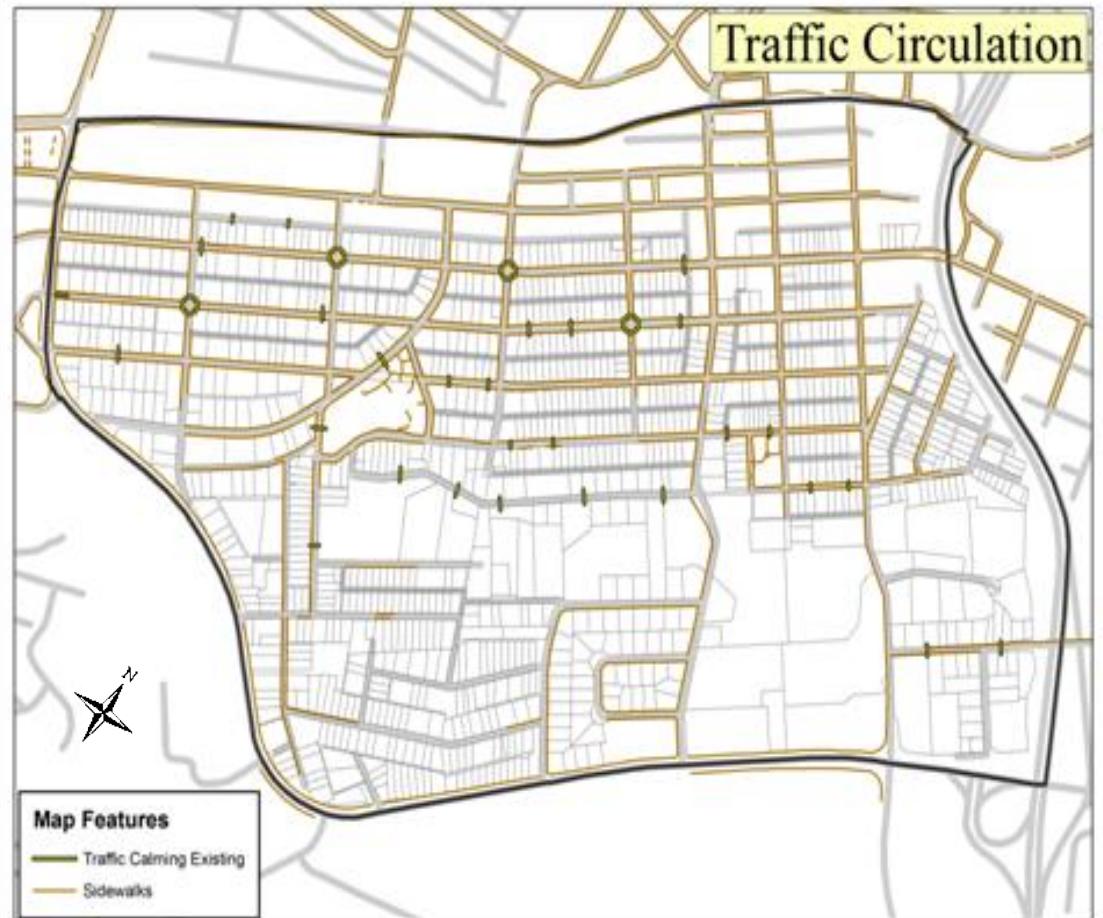
Traffic Calming

In the South Side Study Area Citizen Survey over one-half of the respondents expressed the need for additional traffic calming measures. Traffic calming is used to assist in controlling and slowing vehicles on local streets within residential areas. This neighborhood was the first in the city where traffic calming was implemented. The city worked closely with the Southside Neighborhood Association and residents to design and implement the use of speed humps, round-a-bouts, and bulb outs (see map 6). The initial phase of the traffic calming was started in the summer of 1995, and included speed humps along the east-west streets to assist in controlling the speed of vehicles within the neighborhood.



Additional speed humps were constructed near Southside School to assist with controlling speed near the school. There were three round-a-bouts constructed within the study area and bulb-outs were constructed near intersections. According to city policy additional traffic calming could be added when requested by the neighborhood.

Map 6: Traffic Calming and Circulation



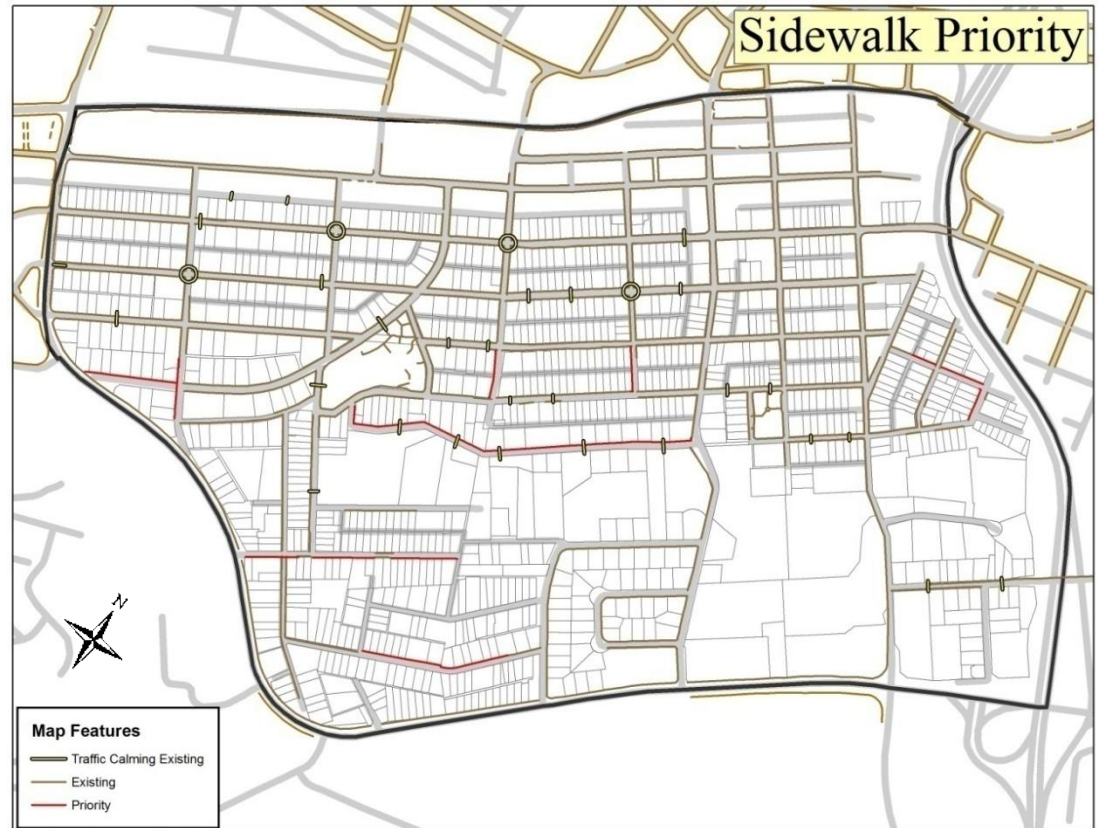
The property owner survey reflected that over 50 percent of respondents are of the opinion that there is a need to take additional steps to control speeding in the study area. The survey reflected that 62 percent of the respondents felt that traffic is a serious or somewhat of a problem. Correspondingly, some people feel that more speed bumps exist than are actually needed. Additional research needs to be conducted to identify where traffic problems exist and what measures are necessary to resolve the problems.

Sidewalks, Bike Paths, and Walking Trails

This study area is one of the few neighborhoods in the city that have sidewalks along a majority of the streets. When the neighborhood was first being constructed in the early 1900s sidewalks were incorporated into the street design. The condition of all the sidewalks was assessed by the city in the summer of 2005. The Transportation Element adopted in 2007, reflects that the condition of the sidewalks are primarily in fair to good condition. Several sections of sidewalk were repaired by the city after the first sidewalk study was completed in 1990 (see Map 5). Ideally, there would be sidewalks along all public streets; however that would be too costly. Therefore, staff has identified a list of segment priorities (Map 7) based on connectivity, traffic volumes, and residential density. This list will be used by the Public Work Department to determine priority of sidewalk construction as opportunities and resources become available.

The pedestrian connection between the neighborhood and ETSU needs improvement. University Parkway is a four-lane arterial roadway, which is an obstacle to pedestrians between the University and the study area.

Map 7: Sidewalk Priority



Because it is a wide street, motorists tend to drive faster along it. This street also curves making it difficult for pedestrians to see on-coming vehicles. There is a crosswalk at the West Walnut Street intersection; however, it is several blocks out of the way for many residents and is unlikely to be used except for those pedestrians traveling on West Walnut Street.

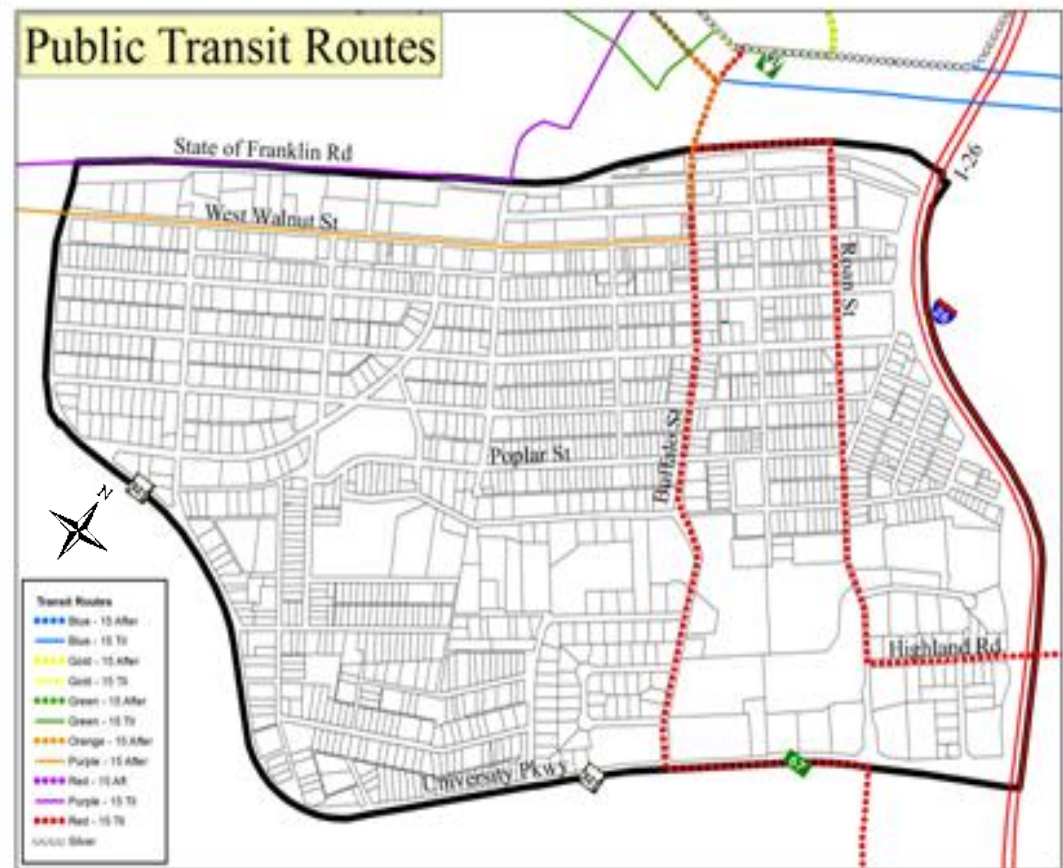
The city has received approval from TDOT to install a traffic signal at the University Parkway and Southwest Avenue intersection. At the time the signal is installed, the city could enhance the intersection with crosswalk pavement marking and electronic pedestrian crossing equipment.

The property owner survey reflected that 44 percent of the respondents felt that additional sidewalks and pedestrian access are necessary in the study area. It was noted that 58 percent of the respondents noted that additional biking and walking safety and accessibility is needed. The comment was also made that a pedestrian bridge across University Parkway would assist access to East Tennessee State University from the area.

Public Transportation

In 1912, the Johnson City Traction Company began installing the first streetcar tracks through the neighborhood which provided transportation from the neighborhood to the downtown core. The Johnson City Transit (JCT) began service in 1979 and currently provides three bus routes through the neighborhood: two routes run east to west by connecting the downtown area to ETSU and west Johnson City and one route runs north and south. The city's Purple "15 Till" line uses State of Franklin Road to transport passengers from downtown to west Johnson City. The city's Purple "15 After" line uses West Walnut Street and ties the University and southwest Johnson City with the downtown. A third bus route, Red "15 Till" route uses Buffalo Street and

Map 8: Study Area Transit Routes



South Roan Street to serve passengers in the southern portion of the city. All three fixed bus routes allow residents and visitors to have access to several areas of the city with the ability to transfer at the Transit Building in downtown.

The property owner survey noted that 52 percent of the respondents were of the opinion that there needs to be an increase in the availability of public transportation.

Parking

The Zoning Code requires that each residence or dwelling unit provide adequate off-street parking. This is not always possible with the age of the development and placement of the structures in the study area.

There are residences that do not have off-street parking since it was not required when the residence was constructed. There are also single-family residences that were divided in the past into apartments without an associated increase in off-street parking. An additional matter that impacts the parking concerns in the area is visitors to either the residences or adjacent businesses and parking on the residential streets that add to parking concerns.

The property owner survey illustrated that there is a problem concerning parking matters. The survey reflected that there is a 65 percent concern regarding illegal parking and a 58 percent response stating that there is inadequate parking.

Goal:

“To protect and enhance the desirable qualities of the neighborhood.”

CODES ENFORCEMENT

OBJECTIVE 1: TO EFFECTIVELY INCREASE PROACTIVE ZONING AND BUILDING CODES ENFORCEMENT.

Policy 1: **It is the policy of Johnson City to provide increased protection against the negative effects caused by unkempt lots and dilapidated structures.**

This policy is to be implemented by the following actions:

Action 1.1: *Re-evaluate and enforce the codes regarding off-street parking.*

- ***Specifically:*** Automobiles, commercial vehicles, and recreational vehicles.
- ***Concern:*** Motorized vehicles are parked within the grassed, front yard areas of certain residences.
- ***Responsibility:*** Public Works Department, Building Division, Codes Enforcement.
- ***Plan of Action:*** Evaluate City Codes regarding the prohibition of motor vehicles parking within grassed areas of front yards of residentially-zoned lots.
- ***Time Frame:*** Present a proposal to the Planning Commission in 2009.

Action 1.2: *Re-evaluate and enforce the City Codes regarding lawn maintenance.*

- ***Specifically:*** Unsightly lots (improved and unimproved) that need mowing and/or debris removed.
- ***Concern:*** Certain residential yards need to be mowed and “cleaned up” more often.
- ***Responsibility:*** Public Works Department, Building Division, Codes Enforcement.
- ***Plan of Action:*** Increase proactive enforcement of existing regulations by patrolling the study area and issuing citations as violations occur. Evaluate City Codes regarding maximum height of grass on developed property.
- ***Time Frame:*** On-going, with increased emphasis on the study area within 2009.

Action 1.3: Re-evaluate City Codes regarding the storage of vehicles and trailers within the city's right-of-way.

- **Specifically:** The long-term storage of vehicles, trailers, and RV's within the city's right-of-way.
- **Concern:** Storing vehicles within the right-of-way takes away valuable on-street parking and has a negative impact on surrounding properties.
- **Responsibility:** Police Department, Planning Department
- **Plan of Action:** Evaluate City Codes regarding the storage of vehicles within the right-of-way.
- **Time Frame:** 2009-10

Action 1.4: Re-evaluate and enforce the codes regarding outdoor storage of personal property.

- **Specifically:** Yards and porches contain appliances, boxes, and other property (an unsightly appearance).
- **Concern:** Cardboard boxes and (seemingly unusable) appliances are stored within the front yards and upon the front porches of certain residences.
- **Responsibility:** Public Works Department, Building Division, Codes Enforcement.
- **Plan of Action:** Increase proactive enforcement of existing regulations by patrolling the study area and issuing citations as violations occur. Evaluate City Codes regarding the outdoor storage of old appliances, boxes, and other personal property in front yard or porches of property owners.
- **Time Frame:** On-going, with increased emphasis on the study area within 2009.

PUBLIC SAFETY

OBJECTIVE 2: TO INCREASE VISIBLE POLICE PRESENCE THROUGH CONTINUOUS, PROACTIVE ENFORCEMENT OF PUBLIC SAFETY REGULATIONS.

Policy 2: It is the policy of Johnson City to uniformly enforce laws that protect the life, safety, and general welfare of the citizenry.

This policy is to be implemented by the following actions:

Action 2.1: Encourage and promote neighborhood watch organizations in the study area.

- **Specifically:** Create a neighborhood watch organization for the South Side Study Area.
- **Concern:** The number of random crimes taking place within the study area has prompted residents to become more aware about preserving their safe, neighborhood environment.
- **Responsibility:** Public Safety Department.
- **Plan of Action:** The Planning Department will coordinate with the Public Safety Department the establishment of a neighborhood watch organization within the study.
- **Time Frame:** A neighborhood watch will be established for the study area in 2009, if the interest dictates establishment on behalf of the area residents.

Action 2.2: Actively enforce the noise ordinance within commercialized areas of the neighborhood.

- **Specifically:** After-hours noise is generated from certain restaurants located along West Walnut Street.
- **Concern:** Loud music and discourteous (i.e., loud) patrons can be heard by residents who reside within the study area, especially during normal sleeping hours.
- **Responsibility:** Public Safety Department.
- **Plan of Action:** Increase proactive enforcement of existing regulations by patrolling the study area (specifically along commercial corridors) and issuing citations as violations occur. The Planning Department will make the Public Safety Department aware about the influx of complaints.
- **Time Frame:** On-going, with increased emphasis on the study area within 2009. Public safety officers will be asked to report to the SNO organization about their increased efforts.

Action 2.3: Enforce speed limit and on-street parking laws by proactively patrolling the neighborhood and responding to citizen complaints.

- **Specifically:** Speeding along residential streets is perceived to be a problem along certain streets within the study area, especially the ones that intersect University Parkway. Parking adjacent to fraternity houses causes the street to become congested with vehicles and this situation makes it difficult to maneuver.

- **Concern:** Motor vehicle speeding and on-street parking laws (e.g., parking on sidewalks, parking away from the curb, etc.) seem to go unenforced within the study area.
- **Responsibility:** Public Safety Department.
- **Plan of Action:** Increase proactive enforcement of existing regulations by patrolling the study area and issuing citations as violations occur.
- **Time Frame:** On-going, with increased emphasis on the study area within 2009. Public safety officers will be asked to report to the SNO organization about their increased efforts.

ZONING

OBJECTIVE 3: TO PROTECT THE EXISTING, THRIVING, SINGLE-FAMILY CHARACTER OF THE NEIGHBORHOOD.

Policy 3: It is the policy of Johnson City to recognize and consider citizen concerns regarding proposed changes in zoning designations and regulations.

This policy is to be implemented by the following actions:

Action 3.1: Evaluate future rezoning to help reduce nonconformities for existing structures.

- **Specifically:** A large portion of the residentially-zoned properties in the study area are considered legally nonconforming because the principal structure does not conform to the minimum setback requirements of the underlying zoning district.
- **Concern:** Reconstruction or customary addition projects are being hindered because the minimum setback requirements (specifically the side yard) will not accommodate new construction.
- **Responsibility:** Planning Department.
- **Plan of Action:** The Planning Department will review the R-2 zoning regulations and propose a district regulation modification, an (alternative, single-family) rezoning for certain, affected properties, or to take no action on the subject.
- **Time Frame:** The Planning Department will hold a (duly notified) public meeting “workshop” to thoroughly analyze the subject, and present a proposal to the Planning Commission in 2009 regarding proposed changes (if any).

Action 3.2: Inform and educate property owners about conservation zoning.

- **Specifically:** A large portion of residents within the study area are unaware of the concept of conservation zoning and how this overlay zone might affect (or affects) their individual property.
- **Concern:** Citizen understanding of conservation zoning is lacking within the study area.
- **Responsibility:** Planning Department.
- **Plan of Action:** The Planning Department will hold a (duly notified) public meeting “workshop” to educate citizens about conservation zoning.
- **Time Frame:** A formal, public meeting will be held in the study area in 2010.

PUBLIC INFRASTRUCTURE

OBJECTIVE 4: TO EFFECTIVELY MAINTAIN AND IMPROVE-UPON PUBLIC INFRASTRUCTURE IN AN EFFORT TO INCREASE THE SAFETY AND CONVENIENCE OF RESIDENTS, VISITORS, AND BUSINESS OWNERS.

Policy 4.1: **It is the policy of Johnson City to evaluate regulatory signage and base their placement on current engineering principals.**

This policy is to be implemented by the following action:

Action 4.1.1: Field check all regulatory signage presently located within the study area, replace damaged signage, remove obsolete signage, and install new signs where needed.

- **Specifically:** No parking signs, speed limit signs, stop signs, “dead end” signs, and one-way signs.
- **Concern:** Certain regulatory signs are incorrectly placed (or absent) within the study area.
- **Responsibility:** Public Works Department, Street Division.
- **Plan of Action:** The Public Works Department analyzed every regulatory sign contained within the study area in February 2009. One sign was found to be missing, four were damaged, and eight were faded. All necessary steps have been made to correct the abovementioned deficiencies.
- **Time Frame:** The regulatory sign repair/replacement effort is complete for the study area.

Policy 4.2: It is the policy of Johnson City to maintain a clean, safe, and unobstructed network of sidewalks in the neighborhood.

This policy is to be implemented by the following action:

Action 4.2.1: Complete of a network of sidewalks in order to improve pedestrian mobility throughout the study area.

- **Specifically:** There are no sidewalks along certain streets, thereby restricting pedestrian mobility throughout the study area.
- **Concern:** Pedestrian mobility is hindered due to a lack of sidewalks along certain streets.
- **Responsibility:** Public Works Department.
- **Plan of Action:** A list of sidewalk priorities has been identified and mapped. The Public Works Department will be tasked with constructing these sidewalk segments as opportunity and resources become available.
- **Time Frame:** As opportunity and resources become available.

Policy 4.3: It is the policy of Johnson City to maintain a clean, safe, and unobstructed street network, and implement traffic calming as necessary.

This policy is to be implemented by the following action:

Action 4.3.1: Field check and update the GIS computer database regarding all streets and traffic calming devices presently located within the study area, assess areas for roadway repair, assess the location of existing traffic calming devices, and assess areas where new such devices should be constructed.

- **Specifically:** Older, worn roadways where the asphalt needs repair/replacement, traffic bumps, roundabouts, and all other traffic calming devices.
- **Concern:** Vehicular mobility is hindered due to broken pavement, and the presence (or non-presence) of traffic calming devices along certain streets.
- **Responsibility:** Public Works Department.
- **Plan of Action:** The Planning Department will field check the street network as well as the location of all traffic calming devices and present all findings to the Public Works Department for its review. The Planning Department will suggest changes to the current location of traffic calming devices. The Public Works Department will be tasked with correcting all deficiencies (if any).
- **Time Frame:** A field check will be completed for the study area in 2010.

Policy 4.4: It is the policy of Johnson City to maintain an adequate water and sewer distribution and collection system.

This policy is to be implemented by the following action:

Action 4.4.1: The city of Johnson City will continue to repair and upgrade its water distribution system and sanitary sewer collection system in accordance with all applicable state and federal laws and guidelines. These efforts will make available the abovementioned systems that will both continue to operate as intended and accommodate future growth. These efforts will be on-going, and will include the replacement/upgrade/repair of certain outdated lies in conjunction with roadway improvements or within the scope of other development opportunities as they arise.

Policy 4.5: It is the policy of Johnson City to maintain an adequate stormwater collection system.

This policy is to be implemented by the following action:

Action 4.5.1: The city of Johnson City will continue to repair and upgrade its stormwater collection system in accordance with all applicable state and federal laws and guidelines, and continue the proactive response to the issue of flooding (particularly along West Walnut Street and State of Franklin Road). The Public Works Department maintains a (newly initiated) fee collection system whose proceeds are devoted to payment for the repair/replacement/upgrade of the public stormwater system, as well as other flooding abatement projects. These efforts will make available a stormwater system that will both continue to operate as intended and accommodate future growth. These efforts will be on-going, and will include the replacement/upgrade/repair of certain overtaxed and undersized lies in conjunction with roadway improvements, within the scope of other development opportunities as they arise, and through city-initiated projects that are chosen to mitigate flooding problems.

PUBLIC PARTICIPATION

Public Participation Process

In order for any plan to be successful it is important to seek out and facilitate the involvement of those potentially affected by or interested in a decision. If the plan does not reflect the wishes and concerns of the community it has little chance of succeeding.

In an attempt to obtain input from the residences of the South Side Study Area staff conducted a random citizen survey and held two neighborhood meetings.

Neighborhood Meeting

To solicit additional input from the residences, staff conducted two neighborhood meetings. The first meeting was held on October 21st at the Southside Elementary School. Public attendance for that meeting was low. Other than staff and a few Commission and Board members, only eight residents attended the meeting.

The second meeting was held on November 18th at Columbus Powell Central Offices located at 900 South Roan Street. To ensure a greater turnout, staff mailed every property owner in the study area a notice of the public meeting. Approximately 1,000 public notices were mailed out. In addition, staff placed a special notice in the Johnson City Press and ran a notice on the city's governmental access channel. However, in spite of all the notice, turnout still remained low with only 23 residents attending.

Public comments from the two meetings were very similar and many of the same concerns were expressed at both meetings. Residences overwhelming expressed a desire that the area remain a single-family neighborhood. They would like to see the nonconforming uses (multi-family and fraternities) eliminated from the area. There were also a number of parking concerns including vehicles parking on the sidewalks and medians, blocking driveways, and parking in the front yards. Residents also expressed a concern about brush and trash blocking sidewalks and alleys. Some expressed a concern about crime associated with the bars along West Walnut Street.

Overall, the meeting were dominated with code and police enforcement concerns. However, other concerns expressed include:

- Additional street lights in some areas (Southwest Avenue & West Locust St).
- Absentee property owners - overgrown lots and trash.
- "All Around" Code Enforcement.

- Lids on trash cans.
- No Parking Signs near roundabouts (Boyd & Maple) and corners.
- Storage of items on front porches.
- ETSU construction workers parking in neighborhood.
- Condemnation of property – time line.
- Unkempt lots.
- Curbs on the south side of W Chestnut.
- Road condition on W Chestnut.
- Garbage can left on public right-of-way (24-7) and blocking sight distance.
- Pedestrian access Chestnut & Powell to Buffalo Mountain.
- Traffic calming – East Maple Street, West Locust Street, and Buffalo to Sevier.
- Parking signs – East Maple Street.
- AA facility - parking on Division Street – parking on both sides – May need parking signage assessment (tow zone).
- Evaluate directional signs away from Columbus Powell facility.
- One-way signs near South Side Elementary School.
- West Pine Street – speed limit sign.
- Perimeter zoning lower density compatibility is the key.
- Noise and traffic along West Walnut Street – amending Zoning Code to minimize.
- Survey alleyway lighting – assess desire.
- Re-address sidewalk maintenance program.
- Construct sidewalks on Magnolia Avenue from Hoover Street to Knox Street.
- Magnolia Avenue – reassess parking signage.
- Proactive enforcement of illegal parking.
- Historic overlay district evaluation and expansion study.
- Have a complaint box at meeting so people can make anonymous complaints.

A review of existing land use, involving the most dominant physical characteristics of the area, reveals a history of the study area's development. Existing land use also provides an insight into past, present, and future development trends. A review of the existing zoning provides an understanding of the residents' desires, and the study area's future direction as dictated by public policy.

SOUTH SIDE STUDY AREA CITIZEN SURVEY RESULTS

1	Neighborhood Characteristics (In your opinion, does the South Side Study Area need more or less of the following)	1. much less	2	3	4	5. much more	No Opinion	Sum
A	Sidewalks and pedestrian access:	6	4	26	16	15	4	71
B	Underground utilities:	3	3	10	15	26	14	71
C	Measures to reduce speeding on neighborhood streets such as narrower streets, traffic calming, and "on-street" parking:	7	5	20	10	26	3	71
D	Schools, day care, churches within walking distances of home:	5	3	34	8	10	11	71
E	Neighborhood shopping (such as restaurants and grocery stores) within walking distance of home:	6	2	7	22	28	6	71
F	Neighborhood parks within walking distance of home:	4	1	22	17	21	6	71
G	Short driving distances for daily errands:	3	6	23	13	17	9	71

2	Zoning	Yes	No	Unsure	Sum
A	Are you comfortable with the current zoning of your property?	63	4	4	71
B	Do you want the current zoning left exactly as it is?	51	4	16	71
C	Is your residence currently within the jurisdiction of the Historic Zoning Commission?	49	17	5	71
D	Do you understand how conservation overlay zoning affects your rights as a property owner?	29	24	18	71
E	If your property is not within the conservation overlay district would you be interested in having it included?	11	16	44	71
F	Do you think opportunities for combined live/work housing to allow people to work out of their homes (small non-retail business downstairs, residence upstairs) should be allowed?	34	27	10	71

3	Quality of Life (in your opinion, does the South Side Study Area need more or less of the following)	1. need much less		2		3		4		5. need much more		No Opinion		Sum
A	Availability of retail goods and personal services within the neighborhood:	12	17%	6	8%	13	18%	14	20%	17	24%	9	13%	71
B	Availability of retail goods and personal services within walking distance:	2	3%	5	7%	15	21%	17	24%	24	34%	8	11%	71
C	Public services (i.e., water, sewer, solid waste):	5	7%	1	1%	43	61%	6	8%	6	8%	10	14%	71
D	Public safety services (i.e., police, fire, EMS):	4	6%	1	1%	33	46%	15	21%	13	18%	5	7%	71
E	Recreational localities:	2	3%	1	1%	28	39%	21	30%	10	14%	9	13%	71
F	Proximity to educational opportunities:	3	4%	5	7%	38	54%	14	20%	3	4%	8	11%	71
G	Ease of travel within the neighborhood:	4	6%	3	4%	33	46%	20	28%	6	8%	5	7%	71
H	Public transit:	4	6%	6	8%	17	24%	26	37%	11	15%	7	10%	71
I	Biking/walking safety and accessibility:	4	6%	4	6%	18	25%	15	21%	26	37%	4	6%	71
J	Visual appearance of the neighborhood:	2	3%	2	3%	16	23%	19	27%	28	39%	4	6%	71
K	Opportunities for citizen involvement in neighborhood issues:	1	1%	3	4%	24	34%	19	27%	16	23%	8	11%	71
L	Housing conditions and maintenance:	2	3%	5	7%	13	18%	17	24%	28	39%	6	8%	71
M	Proximity of arts and cultural activities:	7	10%	6	8%	19	27%	16	23%	14	20%	9	13%	71
N	Proximity of medical and health care services:	5	7%	2	3%	31	44%	15	21%	8	11%	10	14%	71
O	Activities and services for senior adults:	2	3%	4	6%	24	34%	15	21%	11	15%	15	21%	71
P	Protection of historic sites:	4	6%	8	11%	18	25%	14	20%	22	31%	5	7%	71
Q	Other:	3	4%	0	0%	2	3%	1	1%	11	15%	54	76%	71

4	Major Issues (Do you consider these issues a problem in the South Side Study Area?)	Serious problem		Somewhat a problem		Not a problem		No Opinion		Sum
A	Crime:	7	10%	38	54%	22	31%	4	6%	71
B	Loss of neighborhood identity:	3	4%	16	23%	44	62%	8	11%	71
C	Poverty:	3	4%	31	44%	30	42%	7	10%	71
D	Unemployment:	3	4%	24	34%	24	34%	20	28%	71
E	Variety of employment opportunities:	7	10%	20	28%	22	31%	22	31%	71
F	Responsiveness of the city to citizen concerns:	12	17%	24	34%	24	34%	11	15%	71
G	Physical appearance of the neighborhood:	7	10%	34	48%	27	38%	3	4%	71
H	Flooding	5	7%	7	10%	49	69%	10	14%	71
I	Handicap accessibility:	0	0%	18	25%	39	55%	14	20%	71
J	Traffic:	9	13%	35	49%	24	34%	3	4%	71
K	Illegal on-street parking:	16	23%	30	42%	20	28%	5	7%	71
L	Inadequate parking:	17	24%	24	34%	24	34%	6	8%	71
M	Noise:	12	17%	26	37%	32	45%	1	1%	71

5	City Services (Do you perceive your city services as being sufficient or efficiently provided under current funding?)	Sufficient		Efficient		Unsure	
A	Police protection:	42	61%	30	44%	2	3%
B	Fire/emergency/medical services:	42	61%	29	42%	5	7%
C	Public schools:	40	58%	32	46%	3	4%
D	Parks:	31	45%	31	45%	7	10%
E	Recreation programs:	23	33%	23	33%	20	29%
F	Public golf courses:	31	45%	15	22%	18	26%
G	Sidewalks and bike trails:	31	45%	24	35%	12	17%
H	Street maintenance:	35	51%	29	42%	6	9%
I	Snow removal:	29	42%	30	44%	13	19%
J	Street lighting:	38	55%	28	41%	4	6%
K	Sewer services:	34	49%	30	44%	6	9%
L	Water services:	35	51%	34	49%	6	9%
M	Planning Department:	17	25%	22	32%	25	36%
N	Building Department:	23	33%	18	26%	21	30%
O	Public library:	35	51%	31	45%	7	10%
P	Garbage pick-up:	41	60%	35	51%	1	1%
Q	Recycling program:	34	49%	32	46%	4	6%
R	Leaf and brush removal:	34	49%	39	57%	3	4%
S	Public transportation:	25	36%	24	35%	16	23%
T	Senior citizen services:	20	29%	17	25%	31	45%
U	Handicap transportation and accessibility:	25	36%	13	19%	31	45%
V	Zoning Code enforcement:	18	26%	13	19%	30	44%
W	Dwelling standard code enforcement:	15	22%	11	16%	32	46%
X	Building code enforcement:	14	20%	13	19%	35	51%

6	Housing Types and Variety (How do you perceive the need for the following housing types in the South Side Study Area?)	Need more		Sufficient		Need fewer		None needed		Sum
A	Apartments:	4	6%	17	24%	29	41%	21	30%	71
B	Small lot, single-family homes:	19	27%	33	46%	6	8%	13	18%	71
C	Large lot, single-family homes:	17	24%	40	56%	5	7%	9	13%	71
D	Mobile homes:	1	1%	1	1%	2	3%	67	94%	71
E	Condominiums:	8	11%	19	27%	5	7%	39	55%	71
F	Retirement housing and facilities:	19	27%	14	20%	2	3%	36	51%	71

7	Schools (Please rate the following based upon level of importance)	1. Low		2		3		4		5. High		No Opinion		Sum
A	Overall appearance of the South Side Elementary School	2	3%	0	0%	1	1%	15	21%	48	68%	5	7%	71
B	Availability of the South Side Elementary School on evenings and weekends for civic uses	2	3%	2	3%	11	15%	8	11%	28	39%	20	28%	71
C	Ability for school-age children to be able to walk to the school safely	1	1%	5	7%	5	7%	6	8%	46	65%	8	11%	71
D	The quality of the South Side Elementary School in your decision to move to the area	8	11%	0	0%	2	3%	10	14%	29	41%	22	31%	71

8	What improvements would you like in your neighborhood?		
	Answer	Frequency	Percent of 71
1	Increase building and zoning codes enforcement.	12	17%
2	Increase speed calming.	7	10%
3	Better sidewalks.	5	7%
4	Eliminate fraternity houses.	3	4%
5	Install more crosswalks.	3	4%
6	Convert abandoned buildings to viable businesses.	3	4%
7	Enforce leash laws.	2	3%
8	Eliminate road humps.	2	3%
9	Improve trash collection.	2	3%
10	Improve brush pick-up service.	2	3%
11	Pedestrian bridge to ETSU across University Blvd.	2	3%
12	Increase crime watch in the area & child safety.	2	3%
13	Eliminate loud music along Walnut Street.	2	3%
14	More underground utility lines.	2	3%
15	More street maintenance.	2	3%
16	Less parking on the street.	2	3%
17	Better street lighting.	2	3%
18	Traffic light University Parkway/Southwest Ave.	1	1%
19	Improve the recycling program.	1	1%
20	More public transit lines.	1	1%
21	More "mom and pop" stores.	1	1%
22	A new park for use at all times.	1	1%
23	Increase police presence.	1	1%
24	Install free WiFi service for residents.	1	1%
25	Increase tree protection for street trees.	1	1%
26	No parking in front yards.	1	1%
27	Prohibit college students from the area.	1	1%
28	Establish an online neighborhood chat group.	1	1%
29	Convert apartment houses back to single-family.	1	1%
30	Install a community pool.	1	1%
31	Maintain alleyways.	1	1%
32	Eliminate homelessness.	1	1%
33	Improve curb appeal.	1	1%
34	Expand the Historic District.	1	1%
35	Less low-flying helicopters.	1	1%
36	Fence alleyways.	1	1%

9	What level of importance do you place the following	Very Important		Somewhat Important		Not Important		Sum
A	Appearance of commercial business signs:	33	46%	29	41%	9	13%	71
B	Parking lot landscaping:	30	42%	32	45%	9	13%	71
C	Appearance and location of retail, office, industrial areas along West Walnut Street:	54	76%	14	20%	3	4%	71
D	The quality and character of a single-family neighborhood:	64	90%	5	7%	2	3%	71
E	Improving the maintenance and character of existing multi-family and mixed-use structures:	58	82%	11	15%	2	3%	71
F	Landscaping and planting of trees along residential streets:	49	69%	19	27%	3	4%	71
G	Landscaping and planting of trees along major commercial streets:	46	65%	21	30%	4	6%	71
H	Restricting the parking of major recreational vehicles along streets or in front yards:	49	69%	14	20%	8	11%	71
I	Restricting the parking of commercial vehicles in the neighborhood:	42	59%	16	23%	13	18%	71
J	Consistent Code enforcement:	51	72%	13	18%	7	10%	71
K	Underground utilities:	37	52%	22	31%	12	17%	71

10	Would you be interested in participating in a compost area if one was available?	Yes		No		Possibly		Sum
		26	37%	25	35%	20	28%	71

11	Statistical information								
A	How long have you lived in your current home?	0 - 10 years		10 - 20 years		20 - 50 years		over 50 years	
		36	52%	11	16%	16	23%	6	9%
B	How long do you anticipate staying in your current home?	Until I die		Indefinitely		1-5 years		5+ years	
		20	29%	24	34%	8	12%	17	25%
C	Do you own your current home?	Yes		No					
		69	100%	0	0%				
D	Do you own other properties in the South Side Study Area?	Yes		No					
		6	9%	63	91%				